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BADLY DUBBED

We were chatting the other day about the first VWs we owned and what got us into the VW scene in the first place. Seeing the two 'budget' builds in this issue by James Wallace (p70) and Auto Finesse (p56) got us reminiscing about our first projects and how we also started off with the idea of keeping things simple and soon got carried away.

It transpires Dave and I actually entered the scene from very different angles and yet strangely have very similar tastes in modified Veedubs today. I started with a couple of cheap and cheerful Mk2 Sciroccos before I eventually wound up in the Mk1 GTI I had always longed for (albeit it being a rather tatty example), whereas Dave... yeah, he bought a brand-new Bora TDI Highline with all the bells and whistles. Both avid readers of *PVW* at the time (before we signed our lives away and started working for the publication ourselves), it was always our intention to modify the cars from the outset, however, I was hell bent on creating a hardcore racer for the road, while Dave was going more VIP with his brand-spanking new Bora.

Back in the day I loved how for £1500 I could buy a car that was more quirky to look at than the cookie-cutter my friends were driving around in and yet despite the street sleeper, understated appearance it would still leave most modern cars for dead. And no matter how hard I tried to blow up the original 8v engine (I had a 16v donor waiting in the wings) I couldn't, it



refused to die! Dave on the other hand created such a nice, complete, well-sorted car that, well, he longed for something a little faster and rougher around the edges.

Recently we've found ourselves looking at the younger generation of nu-wave Veedubbers and asking what got them into the scene and why. I'm struggling to see anybody these days being attracted to the modified VW scene because of the relatively cheap thrills it can offer at entry level. Mk1s and Mk2s are creeping up in price and parts are becoming harder to come by. So what is an entry-level Dub these days? Well, for whatever reason, very few newbies seem to get turned on by the Mk3, so a lot of young guns seem to be turning to the fourth generation Golf for their first taste of VW ownership and cheap thrills.

While the car may not have received a great review

when launched Stateside, these days the Mk4 has become pretty much accepted by everybody in the scene. With second-hand prices at an all-time low, it makes more sense to pick up a tidy Mk4 Golf than the equivalent Saxo or Corsa, which is probably why we've seen such an influx of newbies on the scene recently. If you're looking to buy new, then the other option is to go out and buy a brand-new up! like the one gracing this month's cover. Okay, when Adam Hamill purchased the car it looked nothing like this, but you'll be surprised to discover how little he's changed to make his mark on the car, not to mentioned create such an impact. We can't get enough of how much you guys are feeling it, too. Enjoy the rest of the issue.

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INTERVIEW



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SCORPION
THE ENTHUSIAST'S CHOICE

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UP AND AT



J E M

To date we haven't seen many modified up!s but with people like Adam Hamill here now blazing a trail with the baby Dub, we're expecting big things from such a little car...

Words: Tony Saggu Photos: Steve McCann

**“I WANTED IT TO BE THE
LOWEST UP! ANYWHERE”**





A couple of years or so ago when the Wolfsburg lads finally put away their rulers and crayons, stopped messing about with clay models and actually got around to introducing the long promised VW up!, the reviews were pretty positive all round. Aside from the nonsensical name, surely the product of several enthusiastically attended extended liquid lunches, the perfectly portioned compact commuter can turned out to be a proper little belter. The superlatives were being thrown around like dollars bills at the strip club, even the toughest of auto critics were making it rain like Fat Joe on a bender. 'Well designed and built', 'high quality', 'elegant and economical' even 'surprisingly spacious'; the motoring press was positively gushing. A cute and cuddly little city car that sips petrol and has room for four and a set of golf clubs is all well and good, but legroom, cargo space and mpg don't carry a lot of weight here. We're the 'world's best selling VW tuning magazine'; if your ride isn't pegging the badassery meter into the 11s move along.

"The car just freaks people out," laughs Adam Hamill, owner of the mini modified model in front of you. "The looks people give you driving through town are priceless. When was the last time you saw a tiny little laid out car rolling around on gold wheels with the centres sticking out way past the body and that big f**king centre locking nut?" By all accounts Adam is a bit of a local lowriding celebrity in his Portadown, Armagh neighbourhood. "People are always taking pictures of the car as I drive around," he continued. "I love how people react to it! I didn't build it to be a people-pleaser, and trust me, it gets a lot of hate, too. I built it for me, although it is nice when people say they like it too."

And there's a good deal to like here. The car retains the cartoonishly cute character VW pushed it out of the factory with, but Adam's measured makeover adds dimensions of subtly

and style, mixed with a rough edged awesomeness that harks back to first generation GTIs fettled by the German posse in the Duran Duran decade. With his 20th birthday just a few weeks in the rear view mirror, Adam admits the VW is his first real car since he hung up his L plates. "I had a Land Rover Defender for a bit, but I'm not sure that counts," he explains. His tone didn't invite any more questions on the subject, apparently there had been an incident with some dubious driving and a lake... we didn't press him. "I went to Dubshed 2012 when I was 16," he tells us moving the story along. "It was my first modified car show and the bug caught me. I'm studying vehicle design at uni at the moment; it's just an extension of my love of cars if I'm honest. The Dub scene really got me from that first show. I liked the way people in the scene modified their cars: lows, wheels, paint... I knew I wanted to do something like that."

A return trip to the same show the following year fuelled the fire further; now armed with a driver's licence and saddled with a none too cool 4x4 Adam was ready for some mental Continental car capers.

"After seeing some well modified Lupos and SEAT Arosas I was loving the small VW range," reveals Adam. "I was sure I wanted one so I joined the Lupo forums and read countless build threads." Weeks of rabid research soon made Adam something of a Lupo expert; he now knew the model inside out and quickly had a full project mapped out in his head. "I started looking for a decent base car to buy," he recalls, "but it was around that time that VW started talking about introducing a new small car, a kind of a Lupo replacement. The up! looked pretty cool and being brand-new they hadn't been done before, so I figured I'd go for it." A little more PC prowling sealed the deal. "I saw an up! over in Japan that was the first one I'd seen modified; it confirmed my beliefs that it'd look awesome modified."



Surprisingly Adam hinted that his new car buying experience wasn't all smooth sailing at his local Dub dealership. The fun and games started a few weeks after money changed hands and Adam's shiny new up! arrived from Germany. "They sent a four-door instead of the two-door I ordered," he recalls rolling his eyes. A sweeter deal and a hefty discount couldn't persuade Adam to settle for two doors too many so the four-door was sent packing. Two months later the right car finally arrived, an all new 2013 model spec'd out as ordered. "I asked them specifically not to wash it; dealership washes are never good for the paint. Also, I made a point of asking them not to screw the numberplates on either." The dealership as you might expect did both. "I had to get the holes filled in and all the paint corrected, I wasn't best pleased to say the least."

With the trifling trivialities of attempting to acquire a university education on one hand, and the tiresome inconvenience of having to flitter away limited funds paying for petty concerns such as food and lodging, the all important up! makeover was inexcusably delayed. "I had to drive it for almost two months standard. It was pure torture," laughs Adam. Cruel and unusual punishment indeed! The biggest modification was to be the suspension; the plan was to have a cool daily driver that could be rolled into any show with pride. "I knew I wanted to put air or hydraulics into it. The roads around here would kill a static car instantly," he explains. "Also it would make it more comfortable for everyday

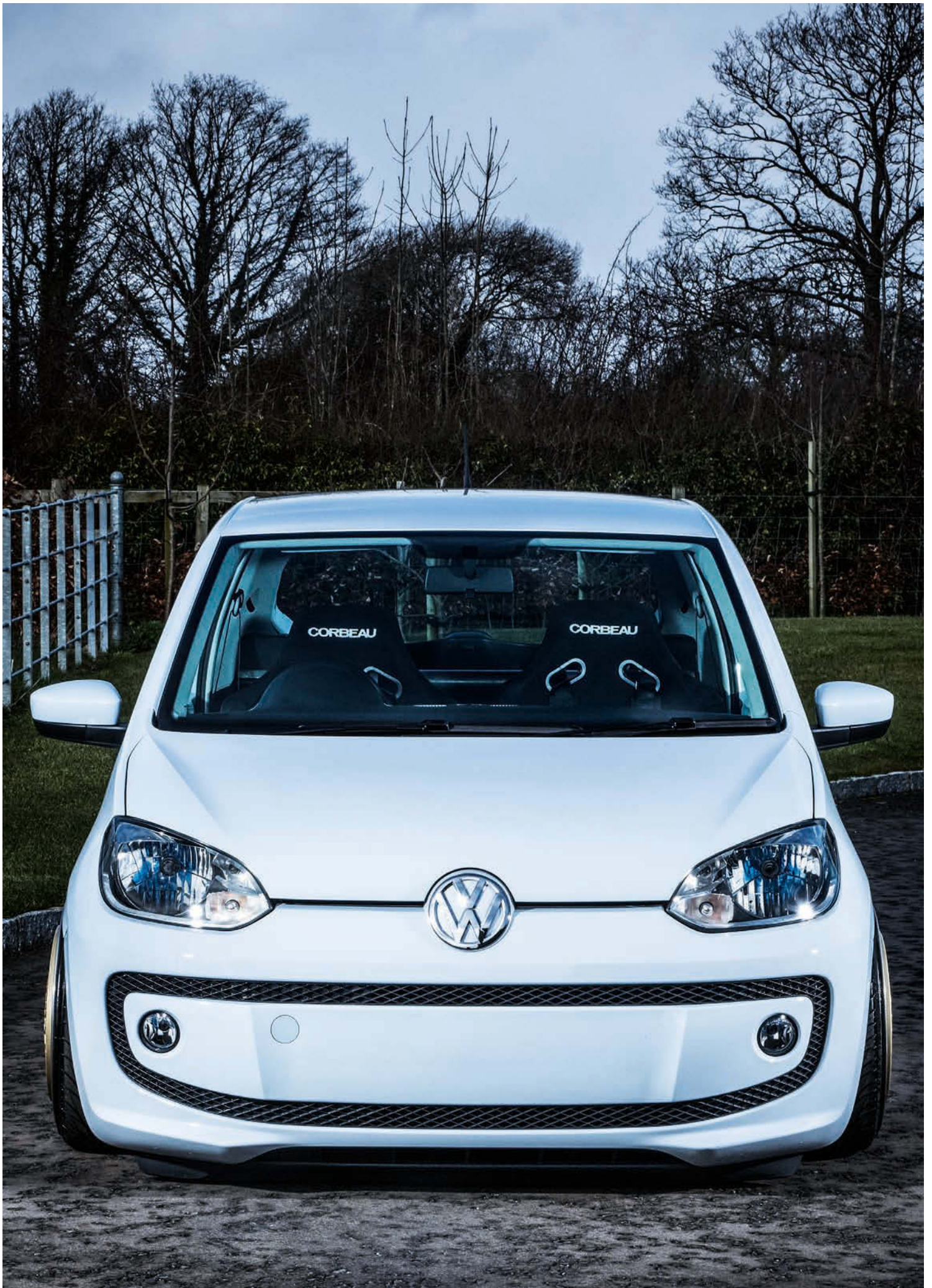
driving." With a mere 675 miles showing on the clock the car was dropped off to John Pedan of Pedan Conceptz in Lurgan. John needs no introduction to most clued-up custom car connoisseurs; the Irish slam specialist has been turning out seriously laid out rides for a few years now. John Pedan's personal sill-scraping silver 'D4M LO' 964 Porsche has become a world famous business card on wheels.

A custom setup was required for the up! being as the car was a new chassis so the Lurgan lowriders fabricated a system of remote springs and rams hidden away in the boot. Each corner also got its own hydraulic strut to facilitate the car's ups and downs. "The chassis got a notch, too... a big notch," reveals Adam. "I remember John ringing me from the workshop a bit concerned and asking me if I was sure I wanted to cut into the chassis. He kept reminding me it was a brand-new car and they were about to hack it up... big time." Adam stuck to his guns, giving the shop a free hand to do whatever it took: "I said 100% yes, I wanted it to be the lowest up! anywhere. The front inner arch liners were, er, 'manipulated' to get the car lower, the liners were sitting on the wheels stopping it going down, so they had to be modified to make sure it laid frame."

If you've been keeping your eyes peeled around the scene over the last couple of years, you'd (mistakenly) swear that there are a few slammed and sorted light blue juiced ups about (Adam is very particular about pointing out the car is not white!); well, that might have

"HE KEPT REMINDING ME IT WAS A BRAND-NEW CAR AND THEY WERE ABOUT TO HACK IT UP... BIG TIME"





**“I HATE TUCK, TUCK IS
EASY... LAZY I'D SAY!
PERFECT 'FITMENT' IS
WHAT DOES IT FOR ME!”**

DUB DETAILS

ENGINE: 1.0-litre, three-cylinder, 75bhp.

The exhaust is kinda messed up, after dropping the car down on it so often it sounds like an old Porsche from inside!

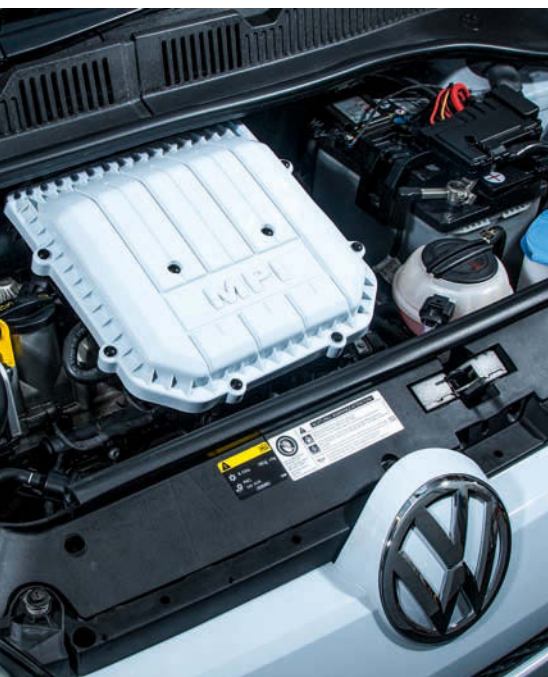
CHASSIS: 8x17" BBS E55 wheels, 8" barrels, 0" lips, custom G23 centre lock adapters (40mm adaptor front, 25mm rear), two-way hydraulics, big chassis notch

EXTERIOR: Smoothed front bumper, colour-coded engine bay, detailed by OCDNI

INTERIOR: False floor by Audio Advice, Momo steering wheel, NRG boss and snap off, Corbeau bucket seats, Luke harnesses, VW's upgraded optional extra head unit

SHOUT: Thank you to anyone who's helped; this being my first modified car I had a lot of questions! Thanks to Rollo at OCDNI for the detailing and great products. Anyone who should be thanked knows who they are, I really couldn't of done it all myself!





E55 centres bought from Hungary, proper rolled lip dishes and barrels from BBS, fixing bolts from boltsbolts.com and centre-lock adapters from G23 Engineering all add up to make a very, very special set of wheels

something to do with the fact that our man changes the wheels every few months, transforming the character of the car and keeping the competition on its toes. "Wheels were always going to be a big part of the project," he tells us. "I'd bought a set of 14" Schmidt TH Lines when I was positive I was going to get a Lupo, but sold them when I ordered the up! So I then bought new 16" TH Lines, 7.5" up front and 8" out back. The first time I lowered the car down onto the wheels they sat better than perfect; well, the rears did, the fronts were mega tucked. I hated the fronts.

"I went to uni, came home at Christmas and ordered new dishes, put the rear wheels on the front, put bigger dishes on the fronts but threw them on the rear, colour-coded the centres gold, added spiked bolts, cambered the rear and it sat even better!"

The Schmidts looked... well, how they always look on Dubs: perfect; but after only a few months rolling on them Adam was already looking for something a little more unique. He continues the saga: "I wanted a change and after a long time of trying to sell the Schmidts I finally got them sold. I managed to track down and pick up some super-rare magnesium BBS E55 centres from Hungary." The wheel deal was not all smooth sailing, though: "He sent four centres but two of them didn't match the other two. I sent two of them back to Hungary and waited until he got them and sent the correct two back to me, hoping they'd match. They did! I packaged them up and sent them to Mike the Polisher ASAP to get them crack tested and painted original BBS gold." Adam reckons the

BBS rims are the best set he has had on the car, but getting them bought and built took the best part of a year. "They took so long to get built, I was keeping them secret for eight months, getting all the parts together – lips, barrels, bolts, tyres, not to mention getting the adapters made! Getting them to sit right took a lot of calculating. They had to be arch to lip on all four corners," he continues. "The fitment is probably my favourite part of the car. I hate tuck, I don't see the point in it. Tuck is easy... lazy I'd say! Tuck is okay if you're static but perfect 'fitment' is what does it for me! Everyone has a different definition of fitment; for me it's that arch sitting on the wheel lip."

Adam admits he didn't go too crazy on body and interior mods, he really didn't need to; the car is new and VW does a better than average job of splashing on the style and plumbing in the mod cons. "I took a big risk with the steering wheel hub. I just cut it up and had no idea if it would work, no one makes parts for this car! Luckily it just happened to fit perfectly. It's probably the thing most other up! owners ask about. Also, I did dump the stock seats and put some Corbeaus in. It was a bit like the BBSs that didn't go as planned, though. The first time they sent them they got lost; the company said they couldn't find them anywhere – so in some warehouse there's a set of fresh Corbeaus and Luke harnesses. Of course, they were the last seats in that batch so I had to wait weeks until the next batch came in. The more I talk about this build the more I realise nothing went smoothly! You gotta take the ups with the downs, though, I guess!" ●



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INTRODUCING

Hot off the press, *Introducing* highlights our new favourite things of the month...



INTRODUCING: THE TCR MK7

This right here is the latest development car to come out of Volkswagen Motorsport and, well, would you just look at the thing! It's been developed in accordance with the regulations for the newly-created Touringcar Racer International Series (TCR) category in mind. The TCR category has been designed to provide a platform for production-based racing on a reasonable budget, although we don't know how reasonable they're talking! What we do know, though, is that the Mk7-

based car packs a 330PS engine lifted from the Golf R, a DSG 'box and some pretty serious bodywork modifications.

Inside, it's as you'd expect from a full-on race car with a safety cell cage and fuel cell dominating the interior to comply with FIA regulations. Volkswagen Motorsport has built the car in partnership with SEAT Motorsport to take advantage of SEAT's experience with its own Leon Cup race car. In preparation for the 2016 season

the car will make its debut with partner the Liqui Moly Team Engstler which will run two cars at the eighth round of the TCR at the Red Bull Ring in Spielberg and continue development over the rest of the season. Now we know we say this a lot when VW debuts a new race car but can you imagine a road-going version? Come on, there's got to be someone out there with a new Mk7 on the drive with enough money to recreate this monster. Someone's got to give it a go...



WHAT'S NEW?



DAMPFHAMMER

We like unusual things here at PVW and one wheel brand that encapsulates that spirit of doing things differently to everybody else is Canadian brand Dampfhammer. If the designs aren't out-there enough then the names certainly are; Metallspitzer, Fleischwolf and Apfelstrudel being just three of our favourites.

Of course, having interesting names for your wheels is no good if the designs themselves aren't up to scratch but that's not a concern for Dampfhammer; its wheels are out of this world with super intricate designs that look nothing like anything else out there! All of Dampfhammer's wheels are three-piece designs

which means that any diameter between 17" and 22" and any width, ET and PCD is available, not to mention any finish and configuration of build too. Fancy becoming part of the Dampfhammer family? Log on to www.dampfhammer.ca or check out www.facebook.com/dampfhammerautomotive



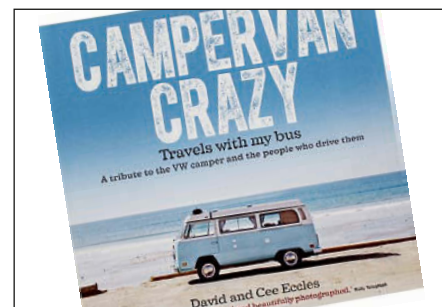
LEG UP

There's been a resurgence in popularity of OZ's timeless motorsport wheels on the VAG scene and we're all for it – they look great, and not just on motorsport rides either. This is the new gloss black Leggera HLT from the I-TECH family of wheels; a simple five-spoke monoblock that shouts performance and looks great too. The Leggera HLT comes in diameters ranging from 17-20" and are TÜV approved. Get over to www.ozracing.com for more.



WEIGH STATION

If you take setting up your car seriously you'll appreciate the wonders of a good set of corner scales. B-G Racing's latest 'Clubman' system not only weighs all four corners of your car, but also measures the cross-weights and percentages all at once meaning you can also calculate the vehicle's centre of gravity. The kit comes with everything you need and it will set you back £976.99. You can order them at www.bg-racing.co.uk



CAMPERVAN CRAZY

If you're a fan of air-cooled campervans and you enjoy reading books then you'll probably quite like this. It's been put together by David (ex-editor of Volkswagen Camper & Commercial magazine) and Cee Eccles, enthusiasts since 1976 when they took their first split screen on an epic trip around Persia, Afghanistan, Kashmir and India. Available from www.kylebooks.com, this is a great looking book, full of awesome photos and wonderful stories.

Got a product, service or offer you want our readers to know about?
Email pvw@unity-media.com with all the details and we'll make it happen



INTRODUCING: VRT

We're always on the hunt for new businesses and workshops to promote here in the pages of PVW (it's what keeps the scene alive after all!), and this month we want to give a shout out to VRT.

Based in Slough, VRT is a VAG specialist able to perform everything from a basic service right through to an engine conversion and everything in between. VRT also offers remaps with full Tuner Protected (Tricore) Capability, and is a

Tracker, Jetex, Milltek, SuperPro, VMaxx, Forge, Goodridge and EBC dealer with many more parts and products on the books besides, and most importantly, the team are VAG enthusiasts through and through.

Check out VRT at www.vrtonline.co.uk, or at [instagram.com/vrtonline](https://www.instagram.com/vrtonline) or search VRT on Facebook. If you're feeling old-skool, pick up the phone and speak to a human on 01753 655271.

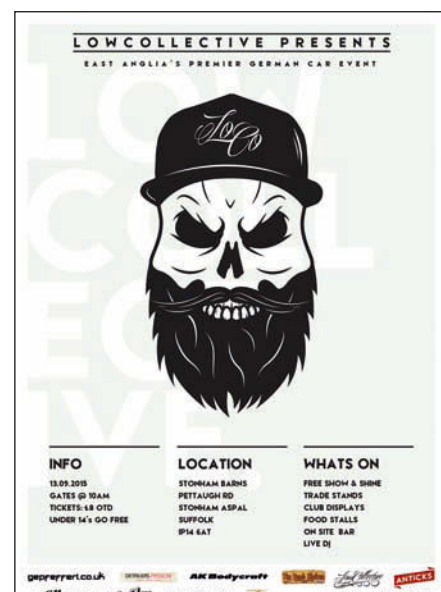


EDITION38 PREVIEW

This year the Edition 38 show celebrates its 15th anniversary which makes us all feel rather quite old – we remember the first one like it was yesterday! Of course, Edition 38's main event needs no introduction to anybody reading these pages, it has long established itself as the biggest and best event for lovers of all things VAG in the UK and attracts visitors from all over Europe and further afield too for the legendary three-day event. The location is the same,

Overstone Park in Northampton, and the dates you need to get in your diary, if you haven't already of course, are the 4-6 September.

All the usual elements that make E38 so good will be present and correct including the on-site camping, stage setup and loads of traders and of course, you can expect some of the UK and Europe's best and brightest metal to be there. Get yourself over to www.edition38.com if you want to find out more. See you there!



LOW COLLECTIVE

Want to attend a show in East Anglia on the 13 September? Well, guess what, you can! The show is called Low Collective, this year marks its second birthday and it's being held at Stonham Aspal in Suffolk. There is going to be loads going on including a show 'n' shine, club stands, lots of traders, a bar and, of course, loads of top-drawer Euro metal. Get yourself to www.facebook.com/lowcollectivecars



ISPIRI

What do we think of these then? We'll tell you what we think, we think they look awesome! These are the new CSR1D from Ispiri wheels, a cast directional wheel that echoes the Group B Turbofans of yesteryear with a modern twist. They currently come in 8.5" and 9.5x18" ET30 but other sizes and a three-piece design are in currently the works. Prices are TBA but for now, get on to www.ispiriwheels.com for more details.

WHAT'S NEW?



WHIZZY THE VAN

It's always nice to hear about main dealers getting involved with the VW community at large, so we were only too pleased to give Lancaster Volkswagen a massive shout out for what it's doing for Whizz-Kidz, a charity that provides mobility equipment for disabled children. With the support of the Jardine Motors Group, each of the seven Lancaster Volkswagen dealerships in Aylesbury, Harlow, Letchworth, Loughton, Milton Keynes, St. Albans and Towcester are playing

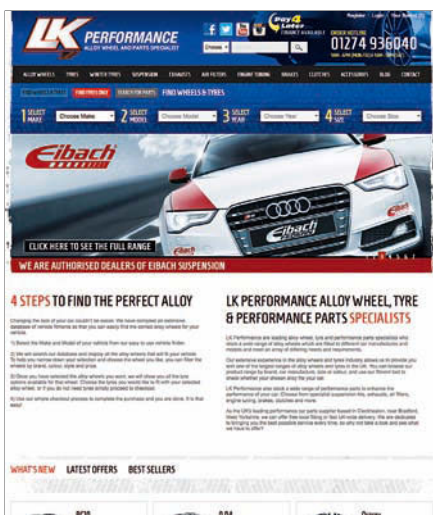
their part in restoring an old Type II van to its former glory and putting it up for auction, with all the money raised going to the Whizz-Kidz charity.

The 1972 van is being treated to a new engine, brakes and suspension, a new interior and full exterior makeover too, which is sure to make its new owners very happy indeed. Keep up to date on the build by checking out the links on the post on our Facebook page or contacting marketing@volkswagen.jardinemotors.co.uk



RECORD BOOKS

For owners of Classic Volkswagen vehicles, the service history record tells a story of their pride and joy. Sadly most have fallen by the wayside, lost or discarded by previous custodians, their content gone forever. Fortunately VW Heritage has produced a new version, in the style of the original booklet, perfect to reignite your car's story. One costs just £2.50 and you'll find them at www.vwheritage.com or on the other end of the phone at 01273 444000.



LK PERFORMANCE

We've been meaning to give LK Performance a shout out in our News pages for a little while now and haven't had the chance. Now we do! So, for those who don't know, LK Performance is one of the UK's leading suppliers of wheels, suspension components, tuning parts, maintenance parts and more from all kinds of brands from all over the world. Log on to www.lkperformance.co.uk or call 01274 936040 to see what it can offer you.



SIMPLY GOOD

We think it's about time we gave our friends Simply Clean another mention in our pages don't you? Based over in sunny Florida, Simply Clean knock out some of the coolest car culture clothing in the game including T-shirts, hoodies, vests for you 'sun's out gun's out' types, ladies gear, five-panel hats, phone cases, air-fresheners... the list goes on. Freshen your wardrobe up over at www.buyscgear.com and be sure to check out iamsimplyclean.com too.

Got a product, service or offer you want our readers to know about?
Email pvw@unity-media.com with all the details and we'll make it happen



DAILY DEMO

It's always good to see companies involved in the car scene put some effort in to their personal cars but to modify the company's parts hauler? Now that's commitment to the cause!

The Performance Company, based in Northamptonshire, run parts around the UK in this stylish red Caddy that's dropped on a set of 3SDMs – nice! We'd like a PVW version! Get over to www.theperformance.co for parts from every major player in the game.



ULTIMATE AUDI

It's about that time of year when we put out one of our collectable bookazines and this time, it's dedicated to everybody's favourite Ingolstadt-based manufacturer, Audi. *Ultimate Audi* does what it says on the cover and is packed full of some of the best Audi features we've ever done, looks really nice and is a great coffee table book... once you've got over explaining what a bookazine is anyway. It's available from WHSmiths and at www.unitymags.com



SNAKE HIPS

Cobra Sport has just developed an exhaust upgrade for the 1.4-litre TSI Polo GTI. With the newly-designed exhaust system in place, along with an aftermarket intercooler, induction kit and supporting remap, Cobra Sport's Polo GTI test car achieved 227.3bhp and 227.5lb ft of torque on the rollers, that's 50.3bhp and 43.5lb ft over the stock figures! Cat-back and full-systems are available, with the full, resonated system coming in at £1205.10. Go to www.cobrasport.com



CATCH ME

APR has developed a new catch can system for the MBQ-platform EA888 1.8T and 2.0T. Its two-piece compact design will look great in any engine bay, while the four-state baffling system and abrasion resistant Buna-N lines will make sure any excess oil vapour will get caught rather than get in to the intake tract, thus reducing carbon build-up on the valves and help keep your engine healthy. Log on to www.goapr.com/goapr.co.uk for more.



INTERCOOLED

Revo has spent the last year developing its new intercooler for the Mk5/Mk6 and MK7 2.0-litre TFSI and TSI and here it is. Thanks to its bespoke bar and plate core with specially designed end-tanks and its unique offset 'turbulator' fins to maximise heat dissipation, it's suitable for everything from a Stage 1 engine to a race-spec motor and every stage of tune in between. The end tanks are specially designed to force air with maximum velocity in and out of the intercooler

and with the connecting hoses being stepped internally for smooth, uninterrupted air-flow for excellent cooling performance and increasing boost response over the stock setup. Revo's tests saw torque increase to 6Nm at 3-4.5000rpm with the new intercooler fitted on its test car during development – impressive! What's more, it's designed to fit in the OE location too for a nice, stealthy install. It costs £624 and you can find out more at www.revotechnik.com

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TEENAGE KICKS

How do you find yourself on the grid of the VW Cup at just 16 years old? We sit down with up-and-coming racing star Damani Marcano to find out.

What were you doing at 16 years old? If you were anything like us here at PVW you were most likely zooming about on mopeds or mountain bikes, mixing school and part-time work and trying to figure out how much you could water down the bottles in your dad's drinks cabinet without getting caught on a weekend.

Some people, though, well, they're putting in

work. One such person is Damani Marcano who, at the tender age of 16 years old, is mixing school and homework with lining-up on the grid of VW Cup rounds with some of the best tin-top drivers in the country. Talk about living the dream, eh? Thankfully, as it turns out, he's a nice lad too, otherwise we'd really have to dislike him! We sat down with Damani to find out how he's managed to achieve something most of us can only dream of...



PVW: Hi Damani. So we've got to start off by asking, how the hell have you managed to land a gig driving in the VW Cup at just 16 years old? Did you start off in karting?

Damani Marcano: I started off my racing career karting at Rye House circuit when I was 14 years old, which is also where Lewis Hamilton started his career. I started in the Junior Rotax class with MLC Motorsport. In my novice year I finished third in the Hoddesdon Kart Club championship against people who were my age but already had four to seven years racing experience!

My dad could barely afford karting and people said I'd never be a professional driver because to get there you need a lot of money. I wanted to prove them wrong so started a social media campaign on Twitter (@DKMRacing), Facebook (facebook/DKMRacing) and YouTube (youtube.com/DKMRacingTV) in the hope that I would get noticed.

PVW: What came after karting? Were you 'spotted' or did you just progress by yourself?

DM: To compete nationally in karting you need about £100k per year! That was never going

to happen. Luckily, Tom Barley and Howard Fuller, two Team-HARD Volkswagen Racing Cup drivers, came to try out race-tuned karts like mine for the first time with my old team, MLC Motorsport. I made a video interviewing him at another event for my YouTube channel and he really liked it and tweeted about it. This got me on the radar of Team-HARD Principal, Tony Gilham.

Around November last year we contacted Tony about a 2016 scholarship competition he was planning to run. He said he was thinking of contacting me soon anyway, but to sponsor me to race in the 2015 season. He said he was impressed with my progress on track and wanted a driver who was as comfortable behind the wheel as they were in front of a camera. I was still 15 and by December I was the youngest driver to ever sign to a part-funded drive with Team-HARD.

PVW: Be honest, do you ever get scared behind the wheel?

DM: The first few times I got into the car I felt nervous as this was a whole new world compared to karting. Now that I feel more used to it and I learn massive amounts every time I step into a

car, I feel increasingly confident each time. Even when people spin or crash right in front of me and it looks like I am about to hit them I feel anxious for a second but I am so focused, it's over in a flash and I just get on with it.

PVW: Are there times when you have to stop and pinch yourself to remind yourself it's real?

DM: All the time! This time last year we were thinking that I would just move up into senior karts. I didn't even think we'd get close to sponsorship yet. Now we've got Team-HARD, RiverGlide and The Clever Baggers sponsoring me. Some other companies are supporting me with services, too. What's been so amazing is that I just expected to be chugging along at the back, just learning how to drive a car with a clutch and gears but in my first race weekend I got my first overtakes and in my best race I gained nine places to finish 15th out of nearly 30 drivers.

PVW: And what's it like working with all the guys at Team-HARD?

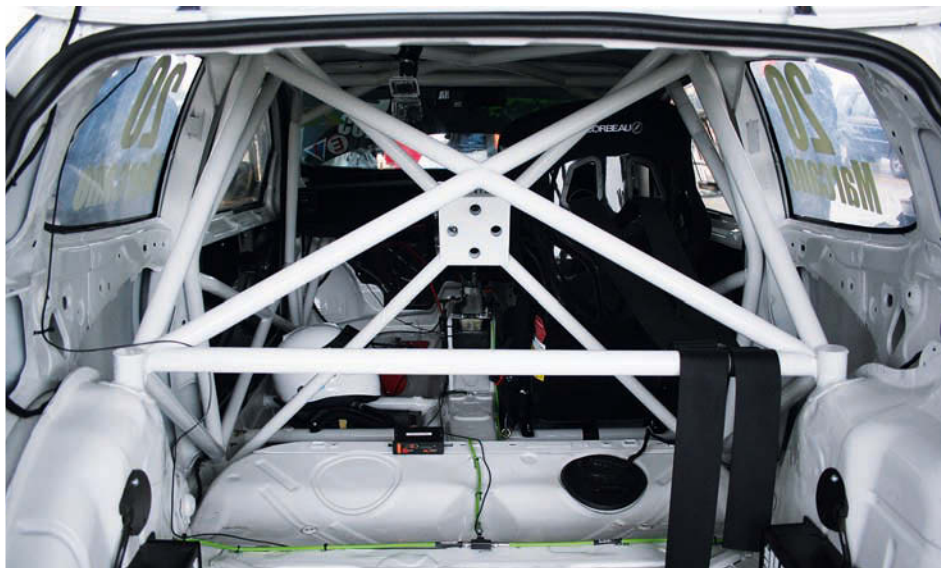
DM: It is amazing to be able to work with such experienced people at Team-HARD. With all of their experience in the Volkswagen Racing Cup to racing in Porsches and in the BTCC they know how to do pretty much anything.

PVW: What was it like to drive the Golf R on track the first time?

DM: The first time I drove it was tricky because it was a freezing cold day and it was damp. It was like driving on ice at first! The first time I drove it in the dry at reasonable temperatures the grip from the tyres was unbelievable!

PVW: How does your car differ from the road car?

DM: We have a Mk5 chassis because Tony believes it's actually better overall than the Mk6 for the VW Cup as most of the parts that make a Mk6 rolling chassis different are replaced. If I bend it, my dad has to buy it out of his own pocket or from sponsorship funding. Insurance excesses in racing are quite high, so at this level of racing you pretty much end up



“THE FIRST TIME I DROVE IT IN THE DRY AT REASONABLE TEMPERATURES THE GRIP FROM THE TYRES WAS UNBELIEVABLE!”



Probably need to put a PVW sticker somewhere on there Damani. Just saying...



DUB DETAILS

ENGINE: 2.0L TFSI built to 2015 Volkswagen Racing Cup specifications, KO3 Turbo, Volkswagen Racing Air intake, Volkswagen Racing solid engine mounts, full Milltek turbo-back exhaust, standard gearbox, Gripper diff, solid flywheel, Sachs clutch. Output: 260bhp and 410Nm. Weight: ~1150kg (dry)

CHASSIS: 9x18" Volkswagen Racing lightweight race wheels, Hankook racing slicks, 360mm Vagbremtechnics discs with AP Racing calipers, AST remote reservoir suspension, Team-HARD/HEL brake lines, Volkswagen Racing anti-roll bars, SuperPro bushes, wide-track conversion with Audi TTRS lower arms

EXTERIOR: Wide-body Mk5 GTI R Cup Car with Mk6 face-lift, custom vinyl wrap designed and fitted by Bosssdog Graphics, vented widened VWR front wings, VWR widened rear arch, lightweight vented bonnet, lightened doors, Perspex rear/side-windows

INTERIOR: Corbeau/Team-HARD race seats and harnesses, FIA-specification full welded roll-cage, flocked dash

SHOUT: Team-HARD, The Clever Baggers and RiverGlide – my financial sponsors. Service sponsors Pro-Sim, BossDog Graphics, Lets Race, the Ultimate Race Car Experience, RedCore and RiverGlide. Check out www.damanimarcano.com for more information

paying for most of the damage anyway, unless it's a write-off.

PVW: So we've got to ask, when you turn 17 do you reckon you'll ace your driving test first time out?

DM: I feel extremely confident about learning to drive on the road but I'm going to approach it as a beginner. Driving through the paddock to the race-track you have to deal with junctions, cars driving towards you and pedestrians walking in front of you without looking. From what I've seen that's basically the same as on the road.

PVW: And what car have you got your eye on? We can't imagine putting your profession down as 'racing driver' goes down particularly well with insurers!

DM: I've got my eyes on something like a Mk2 Golf because they are relatively affordable to buy and insure and can be made to look really nice. What I really want is a Mk6 Golf GTI that I could then convert into a road-going version of my race car. Obviously, exactly when I can do this will really depend on what my insurance is like after a year or two. I have a feeling it might take longer than that to afford the car and the insurance!

PVW: Do you play a lot of driving games on a games console? We know a lot of racers do to learn new circuits.

DM: To learn track layouts I go to the Ultimate Race Car Experience in Salisbury and Lets Race in Gatwick, two independent full-motion public racing simulator centres. I then receive instruction on a professional racing simulator at Pro-Sim with Adrian Quaife-Hobbs before each race weekend. Adrian is awesome to have as a driving instructor as he is a former T-Cars champion, an ex-GP2 driver and is currently a factory-backed GT3 driver for McLaren. This is a huge help because every track is completely new to me and because of budget limitations I get very little time in the actual car.

PVW: What would be your dream drive after the VW Cup, to stick in tin-tops or move to an open-wheel class?

DM: Someone at a high-level of open-wheel racing told me that you need £40m to buy your way into F1 for two to three years before you can get anywhere near a salaried drive these days. But, then a couple of years ago people told me that I wasn't rich enough to get into racing cars at all and I've already proven them wrong. My dream-drive after the Volkswagen

Racing Cup would be to race in the BTCC. It's not actually that much faster than the Volkswagen Racing Cup, about two seconds around Brands Hatch Indy, but it's the headlining race with lots of sponsorship opportunities and a chance at a salaried drive later in my career.

PVW: So, how do you fit in school work with your racing?

DM: My school has been extremely supportive and sets me catch-up work to do before and after the weekend. Interviews, my regular column on VWROC.com, filming and editing for my YouTube channel, Twitter, these all take up a lot of my time on top of the actual racing.

PVW: Last one. Just how much of a legend are you at school? We mean come on, 'oh I went racing at Silverstone' is a pretty awesome thing to say you did at the weekend compared to most 16 year olds!

DM: All of my friends treat me the same as always. The most amazing thing someone said to me recently was at Silverstone. This guy, in his teens like me, came up and said "you are an inspiration to me and all of my friends". It blew me away and made me realise the responsibility I have to the people who have been following and supporting me ●

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Das Auto.

DESIGN

With the help of his father and a handful of family friends Jack Irwin has built himself one of the cleanest Mk2s in the UK. If you're halfway through a Mk2 project, you might not want to read on...

Words: David Kennedy
Photos: John Colley



INSPIRATION

ENGINE



ATION



Working for Performance VW is a fantastic job. A lot of people call it a dream job. And in many ways, it is. Sure, the money is terrible, the hours long and the stress levels high but if you're like me and eat, breathe, and sleep modified VWs then there aren't many better things to do in exchange for a handful of pound coins every month. There is one major down side I haven't listed, though; it's the drive home after a photoshoot with a car you really like knowing you'll never be in a position to own a car like it.

Now don't get me wrong, we always like the cars we pick to feature in one way or another; it wouldn't be much fun if we didn't and the magazine would suffer as a result. But, naturally, there are some cars we like more than others and there are some that, well, there are some that just get right under your skin. Allow me to use Jack Irwin's Mk2 Golf here as a convenient example of what I'm trying to get at. Now I love Mk2 Golfs. I love red Mk2 Golfs especially. And I

own a red Mk2 Golf that is not in a particularly good way right now (see my RCars update last month for the full sorry story)...

So when we spotted Jack's car at Ultimate Dubs back in March, where it made its show debut, I fell head over heels for the thing. So in love, in fact, that I wouldn't change a thing on it – and it's very rare for me to see someone else's project and think that. And so, some months later when I was standing in our studio in Derby talking to Jack about his car I couldn't help but feel ever-so-slightly depressed that my Mk2 doesn't look like his does and probably will never be as perfectly finished either. Still, I won't hold it against young Jack here, of course...

"It was a funny story, really, how I got in to VWs," Jack explained. "My family have always been in to cars. My dad's a painter by trade and we've family friends who have raced before, too, so cars have always been around. I literally stumbled upon the Edition 38 forum surfing the 'net one time and, as it turned out, the show was

the weekend after, so I attended. A couple of weeks later I had bought my first Mk2! I guess from there on in I was hooked."

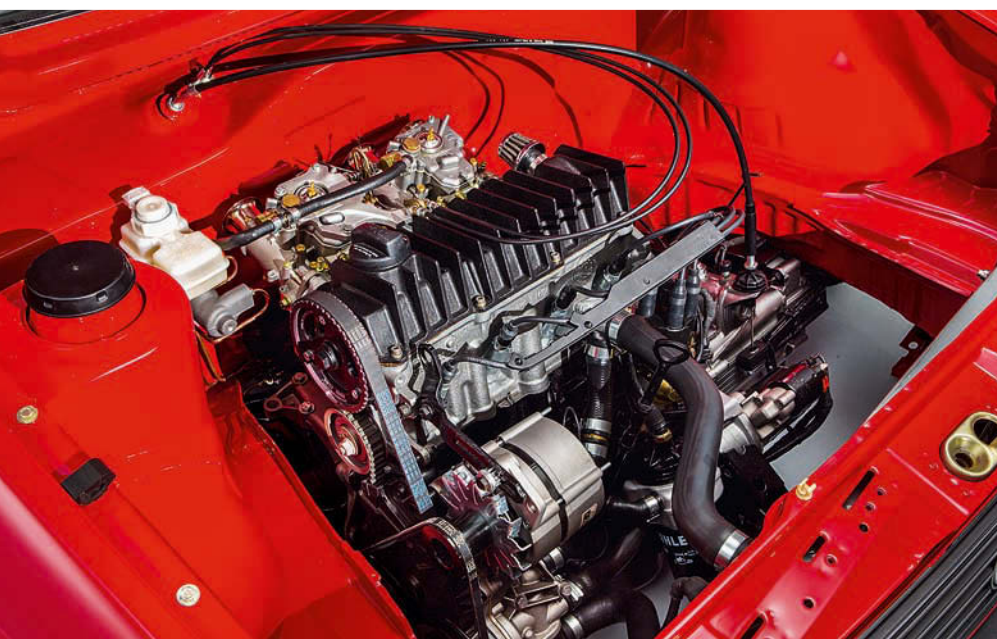
The rather stunning Mk2 splashed across these pages is, in fact, Jack's fourth – a car that was bought destined to be a nice daily driver for Jack as he studied automotive design at university. Of course, Jack had no intentions of leaving the car quite as Wolfsburg had intended it all those years ago. "A set of coilovers, some fresh paint and maybe a set of wheels were all on the 'to do' list from the get-go," Jack remembered, "but then me, my dad Darren and family friend Simo got talking and it became a case of 'well, if you're going to do that you might as well do this', you know, one of those chats..." he laughed. "And then, before you know it, you're tipping the car on its side on top of a ropey old mattress on the driveway to do the underside! You could say things got out of hand."

You could say that Jack, yeah. A week after buying the car the 8v lump was on the garage

The fit, finish and attention to detail really is on another level. Factory fresh and then some...



“I WANTED IT TO BASICALLY BE A ‘NEW’ MK2 SO ANY AREAS THAT WEREN’T QUITE 100% WERE EITHER REPLACED OR FIXED UP”



floor, swiftly followed by the interior and then, well, pretty much everything else. "Once we knew we were going to put some real effort in to the car we really went to town," Jack smiled. "We took the whole thing down to bare metal, even the underside and in the arches, and took all the sealer off. I then ordered some new panels to replace any that weren't up to dad's standards." When Jack says 'some' panels what he really means is virtually everything that was able to be unbolted! In fact, it's only the tailgate that remains original; the wings, rear quarters, bonnet and rear valance are all new. "We then started to work on the bay as we figured there was no point doing all the work to the rest of the car and leaving the engine bay as it was," he continued, "and then, over 150 hours later, the bay was done!" Jack can joke about it now that the car is finished but back when they were working on the bay it was another matter altogether, as anybody who has tried to smooth an engine bay will no doubt know. "I wanted the bay to look as clean as possible but still keep



"I WANTED THE BAY TO LOOK AS CLEAN AS POSSIBLE BUT STILL KEEP THE ORIGINAL LINES"



the original lines, which is no easy task but I think we did it well," he said proudly.

It's worth searching out Jack's build thread on the Edition38.com forum (search for username vDub-Jack94) to see quite how much work Jack, father Darren and friends put in to the Mk2's metalwork, both in places you can see and in places you never will. "I wanted it to basically be a 'new' Mk2 so any areas that weren't quite 100% were either replaced or fixed up so it will last a long, long time," he explained. "It was an incredible amount of work and I really couldn't have done it without the effort my dad Darren, Simo and some of my friends put in."

Finally, with the Mk2's body being wrapped up in the family garage Jack sent the subframes and the rest of the chassis parts off to be blasted and powdercoated and set about polybushing the chassis front to back ready to start putting things back together.

Over time Jack had been putting together one heck of a collection of parts for the car's

eventual rebuild and once his dad had laid down the fresh Tornado red paint, it was time to start putting things back on the bare body. "I had decided while we were doing the body that I was going to change my plans and go for air-ride," Jack explained, "partly because I wanted to have it sitting as low as possible and partly because I didn't see the point in spending all that time doing the floor and getting the subframes and stuff powdercoated and then smashing it all up on the road. An Air Lift air-ride kit was bolted on, along with a set of ball-joint extenders, a chassis notch and a tie-rod flip to get the maximum reduction in ride-height possible, while the brakes were replaced with a set of drilled and grooved discs for good measure. "I'd been in a couple of cars with air-ride and had gotten used to how well they rode, so it was a no-brainer for mine," he remembered. "It's funny, now I go in my brother's Mk2 which is on coilovers and I can't handle how bumpy and solid it is; mine is just so comfortable while being able to sit just right, too."

While all this had been going on Jack's friends Jamie and Simo had been working their magic on the engine ready for it to be dropped in the bay. "Jamie and Simo build engines for race cars so they know what they're doing for sure," he smiled. "People wondered at the start of the build why I was so keen to stick with the 8v after doing so much work to the car but I like it; it's such a simple little engine and I liked how it looked in the bay, well, how it looked when we finished with it." The original 8v was stripped down and rebuilt from the sump up to ensure it would be reliable and there weren't any hidden surprises lurking hidden away before being treated to a host of new 'go-faster' goodies, the chief of which being the twin-40 DCOE Weber carbs. To compliment the carbs, the head was ported and polished, a Piper fast road cam and vernier pulley was slotted in to place and a stainless four-branch was bolted on. "I like how with the cams there is no wiring or ECU to worry about, it's as simple as an engine can get," Jack smiled. "Plus it means it



Car features some super-rare parts. We particularly like the Votex steering wheel and matching four-spoke hoops



“THE SEATS ARE FROM AN ISUZU TROOPER... I HAD TO GO ALL THE WAY TO LANDS’ END TO GET THEM”

DUB DETAILS

ENGINE: Original 1.8 8v engine completely rebuilt, ported and polished head, Pipercams fast road cam and vernier pulley, twin-40 DCOE Weber carbs, four-branch stainless steel manifold and matching exhaust, HTN Herbst Tuning rocker cover, all wires tucked, top-fill radiator, battery and water bottle relocated to boot, heating deleted, bay smoothed keeping original lines

CHASSIS: 7x16" Votex Speedline wheels, fully polished with 165/40 Nankang tyres, 30mm spacers all-round, Air Lift air-ride setup with V2 Autopilot digital management, Lotus Esprit racing servo-less brake setup, drilled and grooved discs, ball-joint extenders, tie-rod flip, fully polybushed

EXTERIOR: Full bare metal restoration, respray in original Tornado red, smoothed floor, original etched glass, rear wiper deleted, NOS badework, Westmoreland US-spec front grille and matching amber/red rear taillights, amber/red Hella Heckblende, new chrome stripe small bumpers and CL-spec side mouldings

INTERIOR: Heated fishnet Recaro seats, rear seats deleted and replaced with trimmed false floor, Votex Nardi steering wheel, US-spec heater/air-con control panel, Votex cassette box to hide air-ride controller, OEM doorcard speaker pods

SHOUT: Shout to my dad Darren, Simo and everyone who made the car possible and helped along the way. Also, my girlfriend Alice for putting up with me throughout the build

looks even cleaner in the bay, too, which is just what I wanted.” Soon enough the engine was in place and with another family friend, Matt Fischer using his drag motorcycle experience to dial in the cam just right, it was ready for its finishing touch: the super-rare HTN Herbst Tuning rocker cover Jack had found on one of his eBay searching sessions.

With the engine in, Jack and boys could turn their attention to getting the rest of the car put back together. The Westmoreland front, Heckblend and new-old-stock badges could be fitted, as could the new chrome strip bumpers and matching CL-spec mouldings. Now we all know that wheels really do maketh the car and Jack had that area signed off long ago, a set of Votex Speedline four-spokes, one of the most iconic (or at least one of the coolest in this writer’s eyes) wheels for a Mk2 Golf. “I bought them from Keith ‘Geordie Mitch’ Mitchell, he had

them on his Lupo (PWV 04/11),” Jack explained. “I get so many messages asking me to sell the wheels, even Mitch wants them back! But I’m not selling them, no way, I love them so much. Plus they match the Votex Nardi steering wheel which was harder to find than you can ever imagine.”

As you would expect from seeing the car’s exterior, inside is a lesson in ‘less is more’. Rather than go too over-the-top with the air setup, the tank sits just behind the front seats with a simple flat false floor stretching back to the rear hatch, four simple hardlines being the only other equipment that’s visible. The Alcantara is from an Aston Martin and the panels of material on the rear tower covers ties in with the seats and doorcards perfectly. “The seats are from an Isuzu Trooper, would you believe,” Jack explained. “I had to go all the way to Lands’ End to get them but they were worth the effort. I knew from the start I wanted

fishnet Recaros and a false floor setup.”

In fact, Jack knew exactly what he wanted from the start in every area of the car. “I drew the car exactly the way I wanted it before I did anything and the picture is hanging on the garage wall,” he said. “I’m proud to say it came out looking exactly like my drawing. I couldn’t be happier with how it all turned out.”

As we come to the end of our story on Jack and his Mk2 you can probably see why this was one shoot I wasn’t too happy coming away from. For someone who loves red Mk2s, seeing Jack’s looking so perfect in front of the crisp studio lights, well, it hurt!

“I have to say again I couldn’t have done it without help from my dad, Simo, Jamie and everyone else,” he smiled. “It’s our car. I don’t have a thing to do to it for now. I just want to get out and use it and enjoy it.” You know what Jack, that’s all I would want to do with it too! ●

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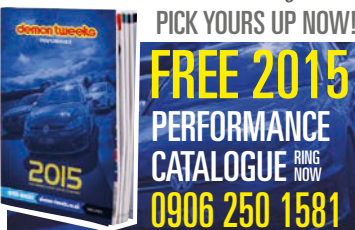
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CLASSIC CUTS

With some of the best cars from every corner of UK car culture, an awesome location and a great vibe, Players Classic is one of our shows of the year. Looking at our shots here, it's not hard to see why!

Words: David Kennedy Photos: Ade Brannan

Something dawned on me as I was driving to Players Classic a little while back in June. Strangely, I hadn't been to this show before, and this was the third year it was being held. Now I say strangely because first of all, going to as many shows as possible is part of the job here at PVW and, secondly, if ever there was a show that I've only ever heard good things about, it's Players Classic. That isn't an exaggeration or something made up for the sake of this show report either; I've really never heard anything bad about the Players Classic event and, believe us, we say it how it is! Somehow (and we're still not entirely sure how) the organisers Jay and Carl always manage to absolutely smash it when it comes to organising car shows, and they both manage to appear so laid-back whilst doing it.

First off, the location of Players Classic is killer. With its old buildings and old-skool styling and vibe, Goodwood Motor Circuit is an awesome venue for any car show. There's something really cool about the contrast of all the new metal against the classic backdrop it provides. Walking down the stairs to go under the historic track to get from one area to another just feels special – something that you don't quite get with the average show-in-a-field venues. It has to be said that we're still not entirely sure how Jay and Carl convinced Mr Goodwood himself, Lord March, that they could hold their event at his prestigious venue. However they did it, though, we've got to give them props for convincing his Lordship to let them hold what must have appeared to him at first like a boy-racer event in essentially what is one of his gardens.

And then, of course, there's the small matter of the circuit itself which gives visitors the rare opportunity to see cars being used in action at a show alongside the usual static show 'n' shine displays.



13/06/15
PLAYERS CLASSIC
GOODWOOD CIRCUIT
ENGLAND







Right, let's get down to it. Did the show live up the hype? Put very simply, it absolutely did! Having attended so many shows over the years as it's all too easy to be a little jaded at times; Classic, though, well Classic just felt different. Perhaps it was the mix of cars that did it. The Players guys decided long ago that their events should be open to anything and everything rather than sticking to a VAG-only rule. It's something that makes the events so cool, in our books. Sure, we're VW die-hards but the UK car scene these days is such a mixed bag with fans of other marques getting in on our way of doing things it's created this great free-for-all vibe that works so well at mixed-marque events like Classic. It would probably be easier to list the types of cars that weren't in attendance than those that were there, such as the variety of metal on display spread out over the show area.

We loved the collection of old-skool Ford metal spread out across behind the pits. Walking through them all it seemed each car was even better than the last, the quality was just out of this world and it was great to see what felt like a showcase of some of the UK's top Mk1 and Mk2 Escorts not to mention a few old-skool Fiestas, Sierra and Escort Cosworths and some really old-skool 100Es and the like.

We've got no issue with seeing more and more BMWs attending shows these days either. We saw everything from bagged and buffed E21s and E30s right up to the latest M4 parked up around the show area but our favourite BMW of the day was definitely Guy Higgs' black E30. We loved the smoothed and cleaned bay and S50B32 on Jenverly bodies and Ford Cosworth-spec OZ wheels while it was parked up, but what we loved more was the fact that Guy spent most of the day thrashing the car on track and clearly having a blast doing it. We hate to have a dig but VW owners, take note! We were a little disappointed not to see as many modded VAGs out on



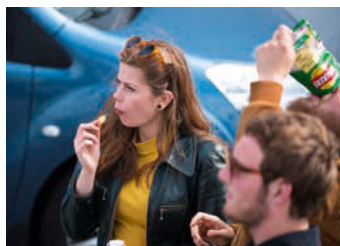
track as there had been in previous years. Those that were there and giving their cars a workout on track, though, good on you. We have to give a shout out to PVW favourite J-Tech which debuted its mind-blowing E46 race car at Classic. The attention to detail and fit and finish of the car was second-to-none, a real credit to the J-Tech boys and builder and driver Jamie Packham. It tore everything else to pieces on track, too. And, speaking of fit and finish, Bruce Gowans' BMW M135i pretty much blew our minds wide open with its full BTCC body kit, its Art Car wrap and Brada BR1 wheels, not to mention the high-end audio and air setup from Studio InCar. We're not BMW guys but boy, when they're good...

Speaking of track action, it was cool to see Nicolas Hamilton take to the circuit in his AmD Tuning BTCC Audi S3. The AmD Tuning team were flat out early in the day to modify the exhaust on Nicolas' car to get it to comply with the noise restrictions on the circuit but once they got it just under the metre the car was out for a number of sessions, including one with our own marketing guy James Smyth in the passenger seat.

Other cars of note? Jack Ellis' Passat B2 on Vortex Speedline four-spokes was awesome. James Brown's Mercedes 190 on Air Lift suspension and custom Rotiform 'eight-holes' splits was one of our favourite non-VAG cars present. And the light green Karmann Ghia owned by Nicolas Wlostowski was a rolling work of art, especially the custom-made three-piece smoothie wheels. Robert Cumberbatch's Hillman Imp on Air Lift and Ronal Racing splits and James Williams' static Imp on Compomotive wheels are always good to see, as was Nathaniel Shannon Warth's stunning bagged black BMW E28 on BBS splits. In fact you really had to look hard to see something that wasn't really good looking, so much so that the show had an almost celebratory 'best of the best' vibe about it. We loved the custom-built Saab







YOU HAD TO LOOK HARD TO SEE SOMETHING THAT WASN'T REALLY GOOD LOOKING, SO MUCH SO THAT THE SHOW HAD AN ALMOST CELEBRATORY 'BEST OF THE BEST' VIBE



900 Turbo splits on Jaik-Meriden Golloghly's Mini Cooper S and the face-mounted Lamborghini splits on Tom Lilico's Z3, while Becky Evans' E21 looked a treat on its new Rotiform BM1 wheels. Benny Rees' Toyota Celica GT2000 on Racing Service Watanabe A-type wheels was one of the highlights of the event for anyone who is a fan of classic JDM tin, as was the awesome little silver Cosworth YB-powered Toyota Starlet and Max Fleckney's KP Toyota Starlet on Advan A3A rollers. Craig Levans' Mk5 was one of our favourite late-gen Golfs of the day, as was Austin Greatorex's Mk5 with its rose gold-finished Rotiform SCN wheels.

In all honesty though, all that only covers a small part of what was at Players Classic this year. Despite being held slap bang right in the middle of the year the event had a real celebratory and enjoyable vibe about it. Part of that atmosphere has got to be down to the venue but the rest of it has to be down to how the show is put together. Safe to say, after experiencing this year's show I won't be making the mistake of missing the Players Classic event again. And if you want my opinion, you definitely shouldn't either! ●

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F**K ME I'M FAMOUS!

He's a global superstar in the world of motorsport and the face of *Top Gear USA*. He's also got far too little spare time to talk to us, but boy does Tanner Foust have exceptional taste in cars, with a hardcore penchant for VWs – which makes him alright in our books. This is one of his latest whips...

Words: Louise Woodhams Photos: Larry Chen



With the demise of *Top Gear*, at least in its classic Clarkson, May and Hammond format, a lot of people are of the opinion that the show will fail under

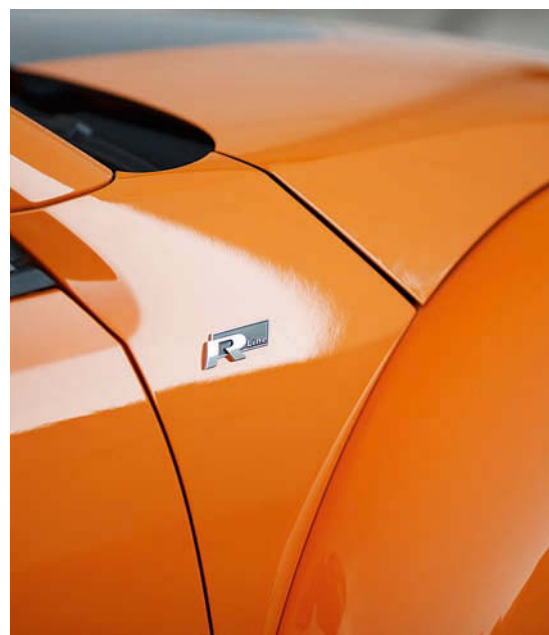
Chris Evans. If the finale is anything to go by, which failed to break records when it bowed out with 5.8 million viewers, then perhaps the world's biggest car show won't work without Clarkson. Whatever your opinion, it's definitely the end of an era and Chris Evans has some big shoes to fill.

Fortunately, *Top Gear USA* doesn't have to think about reinventing itself, and as far as its three presenters are concerned – comedian Adam Ferrara, champion racer Tanner Foust and racing analyst Rutledge Wood – the show goes on. Or does it? Interestingly in January 2011, James May wrote (in the *Motoring* section of *The Telegraph*) that 'one day the presenters will vanquish us and stand on our mutilated corpses, holding Clarkson's severed head aloft like Perseus triumphing over Medusa'.

Perhaps the 'snake-hipped bastard', as May

refers to Foust in said column, has all the more reason to decapitate Clarkson and brandish his head aloft if the shamed host moves to America to front a new car show on streaming services such as Amazon and Netflix. It's a rumour that's gaining momentum after it was revealed his contract contained a clause preventing him from signing with a rival British broadcaster for a fixed term after finishing work on *Top Gear*.

It's an interesting prospect, and at the time of writing Clarkson was yet to confirm anything. Sadly, try as we might, we couldn't get any comment from Foust either, as his agent never got back to us (despite running his incredible yet controversial V8 Passat drift car on the cover of *PVW* June 15). In truth, we actually wanted him to answer a few questions about his modified 2014 Beetle R, but we may have snuck in the odd cheeky question about the future of *Top Gear USA*, too. Whilst it would have been nice to get the odd quote from Foust we can still tell you everything there is to know about his car however, so let's get down to business...



“
IF THERE'S ONE CAR TO
RULE THE STANCE
KINGDOM THIS WOULD BE IT
”





Compared to the outside with its monster arches and bright orange paintwork the interior is a pretty simple affair with Recaro CS buckets being the only additions

If you live in America you can't have failed to come across the bright orange Bug, which has toured most of main automotive events, such as the Chicago Auto Show and SEMA. The project is the result of a collaboration between Foust and famed Japanese Porsche tuner RAUH-Welt Begriff (RWB), and was sponsored by ENEOS Motor Oil. Hence it's referred to as the 'Tanner Foust Racing ENEOS RWB Beetle' – rolls right off the tongue, right? Foust loves the engineering that Volkswagen puts into its cars and the stylistic cues that you see from tuners in Japan, and thought that it would be interesting to mix the two. He wasn't wrong and if there's one car to rule the stance kingdom this would be it.

Given that 42-year-old Foust can be found

racing heavily modified Volkswagens in rallycross as well as a few rounds Formula Drift, it was only natural he would use a VW as the basis for his project. Fortunately Akira Nakai, the man at the helm of RWB, was also up for getting involved; in fact the two had been in talks over the best part of the decade to work together. A fan of the Beetle's iconic Porsche-like styling, he thought the car would be a good fit for his legendary wide-body look: "The Beetle is a very good car and whilst it looks similar to a Porsche, it's not a Porsche, so we made a completely new design for this Beetle."

With a tight schedule leading up to its first public appearance at SEMA last year, it wasn't possible for the Beetle to be built in Nakai's shop

in Japan. So the bodywork was completed at LTMotorwerks in El Monte, southern California, with Nakai handling the design, assisted by talented automotive (and comic book) artist Jon Sibai. The unique body kit extends the car's width by some eight inches, but true to RWB's philosophy, they've still managed to fully retain the Beetle's classic looks whilst adding a large dose of aggression. When it came to paint, it was a no-brainer: 997 GT3 RS orange with black accents true to RWB's livery, including the signature black stripe at the bottom.

If you're familiar with any of the RWB Porsches you will have noticed that it hasn't been given the exposed-rivet treatment – instead it's smooth, almost factory-like. Aside



“
THE UNIQUE BODY KIT EXTENDS
THE CAR'S WIDTH
BY SOME EIGHT INCHES
”





from the extended front and rear arches, which also boast sets of canards, the body kit includes side skirts and a one-off stepped front spoiler, as well as smoked headlights.

One thing that is typical of RWB's style, though, is the suspension and wheel setup. To that end a set of custom V3 coilovers, originally designed for the Mk6 Golf GTI, ensure an ultra-low, hard-hitting stance. With massively widened arches, off-the-shelf rims just wouldn't be up to the job. Fortunately Motegi Racing, one of Tanner's long time sponsors, stepped up with a custom designed set of five-spoke Tracklite wheels featuring a double inner lip. Measuring 10x18" in the front and a frankly ludicrous 13x18" in the rear, the Pirelli P ZEROs provide

the perfect stretch sized at 275/35 and 295/35 respectively.

Inside the only significant changes are the seats, which have been swapped out for leather-finished Recaro Sportster CS reclining buckets. Other than that it's standard. Yep, the one disappointing thing about this car is that despite looking so beefy it has nothing to show for it under the bonnet other than the standard 2.0 TSI. The project was merely a 'what if' styling exercise. If only it was kitted out with some of the race components from the AWD 560hp Global Rally Cross Beetle that Foust drives or even the LS7-powered 900bhp drift Passat that we featured in June. Or better still, a rear engine and rear-wheel drive conversion, using 911

parts. Now, that would have been a really radical RWB Beetle.

Perhaps if we forward this on to Foust's agents, it may inspire him to up the performance stakes. Just for the record, Tanner, we don't think you're snake-hipped or a bastard; in fact we reckon you sound like one of us after what you said on your return to SEMA: "It's about making vehicles fit you and what you like about them. Whether a car is personalised cosmetically to reflect your style or for performance – it's an awesome thing". Quite right, sir. If there's a petition against Clarkson making a rival show we'll sign it, we were never fans of his anyway... and let's face it, the show had lost it way before he did ●



THE PROJECT WAS MERELY A 'WHAT IF' STYLING EXERCISE

DUB DETAILS

ENGINE: 2.0 TSI turbocharged four-cylinder

TRANSMISSION: Six-speed manual transmission, front-wheel drive

CHASSIS: Custom-built 10x18" (front) and 13x18" (rear) Motegi Tracklite wheels shod in 275/35 and 295/35 Pirelli P ZEROs tyres respectively; custom KW V3 coilovers built from Mk6 Golf GTI

EXTERIOR: One-off RWB wide-body conversion designed by Akira Nakai and Jon Sibal, bodywork by LTMW, RWB front spoiler, custom canards, smoked headlights, Porsche GT3 RS orange paint

INTERIOR: Recaro Sportster CS leather front seats



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Jardine Motors Group – Restoration Project Update

Jardine Motors Group are whizzing along to get 'Whizzy' back on four wheels.

Jardine Motors Group are making good progress in their restoration of a classic Volkswagen 1972 Dry State California camper van in aid of the charity Whizz-Kidz.

Whizz-Kidz provide mobility equipment for disabled children, supporting them to have fun, active childhoods. When the camper van is complete, it will be auctioned off with all proceeds going to help Whizz-Kidz and their great cause.

The team have been making some headway under the bonnet this week on the renovation front, with engine parts being reassembled using a combination of reconditioned and new parts. The team at Towcester Volkswagen have completed the rear axle and the gear box has been painted by the team from Harlow Volkswagen.

The next step on Whizzy's road to recovery will be for the team at Letchworth Volkswagen to renovate the interior seats and get them back to their former state.

If you would like to place a bid on Whizzy, please contact us on marketing@volkswagen.jardinemotors.co.uk.



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Das Auto.

A photograph of a brick building at night. Two windows are visible, both illuminated from within, casting a warm yellow glow. The building is made of dark red bricks. In the foreground, a cobblestone street is visible, with the stones arranged in a grid pattern. The overall scene is dimly lit, with the primary light source being the windows.

Not happy with just building a show-stopping, jaw-dropping, cover-smashing Mk1 Caddy last year, Auto Finesse is back again with yet another unique project car. This one might not be to everybody's taste, though, but we get the impression that was never a major concern for these guys!

Words: Elliott Roberts Photos: Si Gray

WORK HARD PLAY HARD

DER





I'm not going to lie, I've never been a big one for washing cars. I guess I've just never had the time or patience to become obsessed with pampering my ride. If I owned a classic Ferrari or Aston Martin worth more than my house then things would probably be different, but even then I'd probably still pay somebody else to do the job properly rather than attempt it myself. These days I have no problem whatsoever on the weekend letting the kids loose on my car if it gives me the chance to watch the opening few laps of the Grand Prix or catch up on *Homes Under The Hammer*. Yes, I'm 'that' guy and, yes, we do have a gravel driveway, so let's just say the results are never what you'd class as show worthy. Microfibre mitts, claying, paint correction and the two-bucket routine, I just don't get it. And the thing is, I'm starting to feel a little bit like the odd one out, though.

The detailing world has certainly gone bonkers over the last decade. Back in the '80s everybody seemed obsessed with how much power and performance they could squeeze out of their cars. Then in the '90s it was more about how much audio they could squeeze inside

them. However, by the mid to late Noughties 'car care' products and 'valeting' were really starting to take off, with people becoming fanatical about keeping their cars clean, focusing on what products they were using and what techniques they preferred.

I remember working in a car spares store in the late '90s and back then Autoglym Super Resin Polish was *the* product to have. By the mid-2000s things were really building momentum as more and more companies began springing up on the high-street selling 'high-end' car care products but it wasn't until a certain person on a well-known detailing forum bought a brand-new Vauxhall Astra VXR and proceeded to clean the crap out of it that I heard the 'detailing' term used for the first time. It's no wonder this particular thread went viral and I'm sure this was a lot of people's first real understanding of what detailing was all about and what separated it from a conventional car valet. The underground detailing world was about to hit the mainstream!

Fast-forward almost a decade and the movement hasn't flagged at all. Detailing is now a multi-million pound industry with shows devoted to it, with people becoming ever more obsessed

with the whole concept and products available.

Safe to say, making your mark as a manufacturer of car care products is harder than ever these days as the market is somewhat oversaturated. One company that has certainly done that, though, is Hertfordshire-based Auto Finesse. It's on the fast-track to fame, helped no doubt by producing delightful demo vehicles like this retro-styled Mk2 Golf and their previous Caddy project (see *PVW Show Special 2014*).

"We are new to the detailing products game but we're not new to the detailing industry," starts company founder James Batty. The company actually started way back in 1999 detailing cars. "By 2007 all we did was detail luxury cars and supercars. It's all this hands-on experience that has given us the edge. Well, that and good gear," he adds.

Now you can have the best products in the industry but if you don't market yourself correctly then you might as well throw in the towel. James and the team have got this covered, but is building project cars part of the marketing master plan? "It's a bit of fun really, but with the Mk2 it was nice we could really tie it in with the business and our products," James explains.

Old-skool readers will remember the days when you couldn't even give a BBS body kit away, let alone base an awesome car around one. These days however...



“
IT'S GREAT TESTAMENT TO WHAT
GOOD OLD FASHIONED
ELBOW GREASE CAN DO
”



DUB DETAILS

ENGINE: 1.8T AUM from Mk4 Golf, Sprinter intercooler, tucked loom, BAM inlet, bigger injectors, Stage 2 map. Straight-through system with Milltek Classic back box, Forge engine cover

CHASSIS: 7.5x16" and 8.5x16" BBS E50. Air Lift Performance struts with V2 management. Fully polybushed chassis

EXTERIOR: BBS body kit, hand pinstriped decals and

finishing. Original arches cut away to allow drop

INTERIOR: Fishnet headrest Recaros trimmed in Harris dogtooth tweed and Recaro fabric. Doorcards and rear bench trimmed to match. Duo Styling gauges

STEREO: Alpine throughout

SHOUT: Matt Waldock, Forge Motorsport, Racing Team Hofmann, Neil Melliard, Only Charged Dubs, B Trim, R-Tec and the wider Auto Finesse family

Basically, rather than a full respray, this time the guys have kept the Mk2's paint original so they could use it to demonstrate exactly how their products work and what they're capable of: "Okay, it's still not perfect but not bad for 25-year-old paint," James smiled.

Despite having a Mk2 already (which is still on the go, but more about that later...), the guys at Auto Finesse actually found this particular car around Christmas 2014. "The car was collected the day we broke up for Christmas," James says. "And when we returned in the new year we were busy getting ready for Autosport International." It was at Autosport, in fact, that the guys decided to go all out and debut the 1987 BBS-kitted car at Ultimate Dubs in March – which didn't leave them much time! "By the time we had everything in place we were left with just four weeks to turn the car around," James grins.

Despite appearances, this project was achieved on a budget. "We managed to keep costs down," says James. "Okay, we did go a bit extravagant with the wheels and the air-ride's not exactly cheap but beyond that we didn't go

too crazy." The car itself was found on eBay. "Initially we bought it because we thought it looked cool but had no real plans for it," James reveals. That was until they picked up the Mk4 1.8T donor. "The base car was in good shape, apart from the engine but then we never really planned to keep that anyway," he adds. Amazingly the lads scored a right result with the donor car, which cost them the paltry sum of just £200! They even managed to drive it back to the yard.

Once in its new home it was all systems go. James' trusty right-hand man, Simon Andrzejewski, did what he does best and went to town on stripping the Mk2 back to the bare bones to inspect it and work out a plan of action. "We already had the seats, so just had to match the doorcards and rears to them," James explains. "We called in a few favours and got some help from our friends at Forge and Only Charged Dubs, which kept the cost down."

So why the obsession with VWs when Auto Finesse's products are sold to owners of all makes of car? "I guess the biggest thing is the

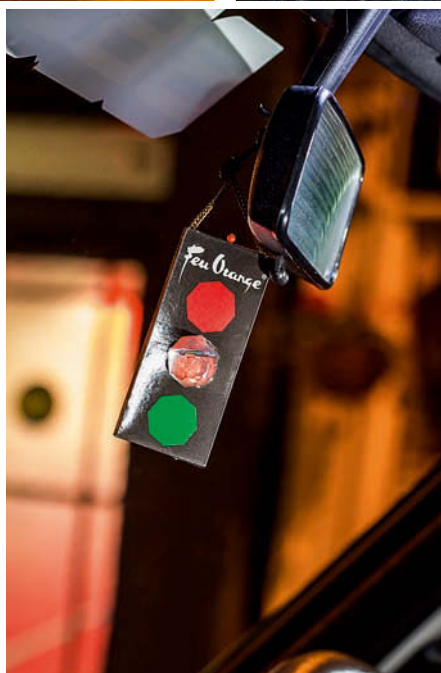
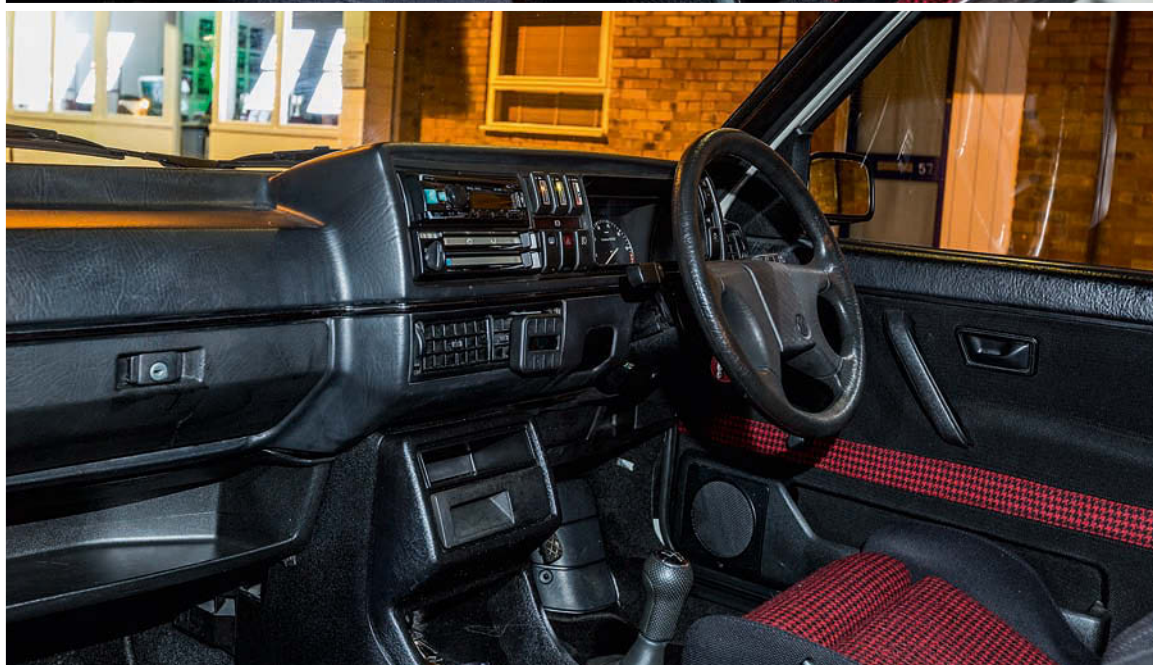
styling and availability of all the parts," James tells us. "Plus, so many bits are interchangeable from model to model. Then there's the fact there is always a VW show going on to attend."

So, being a detailer by trade, was most of the work subbed out? Well, not exactly. "Our friend Matt is a dab hand with wiring and engine swaps, so he did help out massively but other than that most of the work we did ourselves, all in our spare time in an old chicken barn near the unit," James confesses.

The engine itself is a AUM 1.8T, which has been lightly breathed on and running some nice modern features like the electric throttle and Stage 2 map. According to James: "These really lift the Mk2 and bring it into the 21st century." Forge supplied a few parts like the wastegate and return valve, as well as some dress up bits to keep the install looking tidy. James claims this is more than enough power for a Mk2, especially one the company intends to use a lot and take to Europe on regular jaunts.

Usually sorting out the paintwork is one of the main headaches during a project but the Auto

The BBS body kit, the Air Lift, the retro graphics and the super-rare BBS E50 wheels all come together to make this one of our favourite Mk2s of the year



Finesse guys didn't really need to worry there. "The beauty of the car was it didn't want for much paint, especially once we'd cut out the metal arches under the body kit to get the drop," James claims. The only paint it's had has been in the engine bay: "The rest was restored via a good detailing session. It's great testament to what some good old fashioned elbow grease can do."

The bodykit is no doubt what attracted the guys to the car in the first place, and it's certainly our favourite part of the car. It's so nice to see an '80s kit made to look sleek and sexy thanks to a little nip and tuck session and a serious suspension drop. "As far as we know the kit was originally fitted to the car early on in its life. We have all the paperwork for when it was first fitted," says James. The trouble is, the kit had some massive returns, so the guys carefully removed it (which allowed them to cut back the original metal arches for more clearance) and trimmed the kit down so that it now sits flush in the rear.

The car just demonstrates how keeping things

simple but just throwing in a couple of rare or weird and wonderful touches can make a huge impact. "One of our favourite mods is the rare Duo Styling gauges. A set popped up and we just had to have them," states James. "Although it says we're running 5bar of boost at the moment, which I think might be a bit optimistic."

The ride height combined with a killer set of hoops really help make this car work. "The car is running full Air Lift kit on V2 management. All the running gear, arms and everything underneath is now refurbished with polybushes," said James. As for the all-important rolling stock, James is a sucker for a set of rare (and expensive) BBS mags, and these E50s are pure wheel porn. "They're 16" E50s supplied by Team Hoffmann racing and we're running 7.5s up front with 8.5s out back," James tells us. Apparently the hardest part was getting it to lay the front splitter on the floor. "It damn near wore the angle grinder out," laughs James. The result, however, is simply stunning and when the car made its debut at Ultimate Dubs it was one of PVW's highlights of the show. James was pretty



“
THE HARDEST PART
WAS LAYING
THE SPLITTER
ON THE FLOOR
”

happy, too. “I don’t think I’d change a thing on this car,” he enthuses. “I love it and enjoyed every moment of building it – even all the late nights and test runs.” How many other people do you hear say that about a project? “Sure, it isn’t perfect but we wanted a car we could just hop in and hoon,” James declares.

While both of Auto Finesse’s project cars are great for publicity, James was quick point out that wasn’t the primary reason for building them: “We build the cars as a way to switch off from the day to day stuff but still be doing what we love – working with cars and enhancing them.”

So, what’s been the highlight of this build then; surely debuting at Ultimate Dubs? “Well

that was amazing and nerve-racking at the same time, to see if people actually got it,” replies James. “It was only when we saw it with all the other cars that it dawned on us just how different it was, but the amount of interest and buzz around the car was amazing. I think my best memory of the build, though, has to be the first ride out in it when it was complete.”

That’s the thing; there will be people out there that claim cars on air or this low ride like crap but James, who drives an M3 as a daily is adamant that this is not the case: “The ride is amazing, even if it’s not perhaps as agile as a car on decent coilovers.”

So what we can expect next from the Auto

Finesse stable? “Well, we’ve actually got two or three projects on the go,” reveals James. “We are building a car for Simon, we’ve just acquired an air-cooled VW bus, and plans are in the offing for next year’s showcase project.” There you have it then, plenty in the pipeline; roll on Ultimate Dubs in March 2016.

I guess while I still don’t get the whole detailing thing, Auto Finesse has proven you don’t need to be a complete anorak to get on in that world. In fact, seeing these guys at Ultimate Dubs on the Saturday night after they’d set up their booth and unveiled the car it’s safe to say they like to let their hair down and party like the best of us. Work hard play harder, right lads? ●





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FIGHTING TALK

Why build something practical and comfortable when you can have a track-focused, ear-battering assault on all the senses? Contributor James Wallace talks us through his beloved build...

Words and photos: James Wallace





There's a fantastic quote from the film *Fight Club* that goes like this: "We buy things we don't need, with money we don't have, to impress people we don't like." Surely that's what most project cars represent, no? We might all waffle on about them being extensions of our personality and making them unique and individual but ultimately they're all about impressing people that we don't really know. Shallow or what?

After fulfilling our basic needs to eat and drink, acquiring ever bigger dwellings and owning multiple vehicles makes us even more secure, doesn't it? Throw the dreaded word 'track car' into that mix, though, and every hint of practicality, security, usability and necessity is most definitely cast to one side. They're noisy, uncomfortable, impractical devices that are only useful to the driver, certainly not your other half or anyone else who values their sanity. They're the ultimate reflection of a society that probably has too much but, and this is the kicker, cars like this are all about smiles per gallon, never more so than when that chainsaw-like induction roar totally overwhelms your senses at close to 7700rpm as the intensity of the experience ramps up. Mwwwarrpppp! As I'm sure you'll all agree, there's not a living soul out there who doesn't cherish the blare of induction roar in the morning, particularly when the valves are fighting to liberate themselves from their guides.





Stripped-out it may be but there's still plenty of detail



“IT'S ALL ABOUT THE DRIVE AND GETTING BEHIND THE WHEEL...”

THE PAST

Having graduated through a Uno Turbo, an Escort SI RS Turbo, a Series 1 RS T and a Renault 5 Turbo through my earlier driving years, all of which found themselves in various lampposts and hedges around Kent and South East London, it was the arrival of a '71 Beetle with pre '67 panels and a twin carb'd 1914cc motor on board that cemented my love for the V over W logo. A short stretch followed with a terminally unreliable Mk2 Golf G60 during my time on a now defunct rival mag to PWV, before the acquisition of this humble little 1300cc Mk1 Golf Driver. It cost just £300 back in 2006 and was used as a reliable daily hack for the next three years. With only 32,250 miles on the clock when I got it from my mate Mr Cutts (Andy's VWs in Welling) it had obviously suffered from a front end smack at some point due to the mis-matched wings, but it was rust-free and fundamentally straight where it mattered. It was one of those cars you buy as a two or three month disposable hack, something you wouldn't mind leaving by the side of the road without any issues, but as it proved so reliable it slowly wormed its way into my heart, not least because of the original retro Sand Metallic paint job.

NATURALLY ASPIRATED

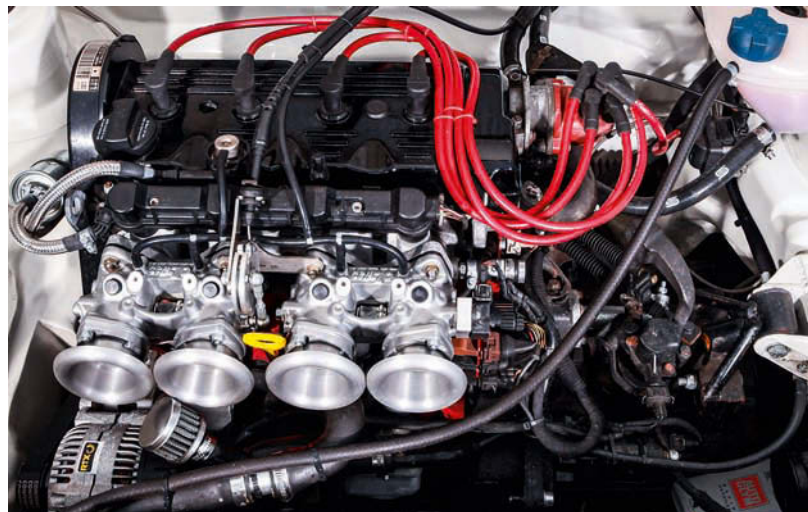
As the years ticked by it was wound down on a set of FK Highsport coils, BBS RM wheels and

a KR valver lump on twin-45s was bolted in. But I always had a hankering for something a little more extreme, something that was as much about poise and balance as it was about pose and power. Taking it off the road and SORN'ing it was the worst thing I could have done as that's when a Mk2 Passat on air-ride and 17" Fuch replicas took over as my 'pointless' car. Nevertheless, it was the introduction to a kindred track spirit in the form of Harvey Rice, of HR Engineering fame, that really made me take the Mk1 more seriously. Collecting the car and depositing it at his Essex workshop is where things really kicked off. I can clearly remember saying, "it needs to be a budget track car that's easily repairable using mostly factory parts". At no point was it meant to be a back to bare metal inside, outside and underneath restoration with a new paint job all over, but I've learnt over the last couple of years that Harvey has a tremendous sense of pride and detail in his work and always treats any project as if it's his own. He's also most at home building cars destined to spend all of their lives bouncing off the limiter.

We spent months stripping, cleaning, welding, sanding, filling then cleaning again with it mounted on the HR roll-over rotisserie. With only a couple of five pence-sized bits of rot that needed welding in the floor, the other major



“
YOU REALLY HAVE
TO KICK THIS
ENGINE'S HEAD IN...
”



problem was a driver's side wing that had been knocked back about 15mm in an earlier accident, so the new front panel didn't line up as planned; but if there's one thing Harvey's a master at it's metalwork and fabrication.

Welding in a reverse mount Wilwood bias adjustable pedalbox with the hydraulic clutch and separate master cylinders for each circuit meant disposing of the ugly factory brake servo, master cylinder and balance bar and knocking up a bracket for the Tilton reservoir to live inside. Keeping almost everything in house (bar the mapping), the L902 (Grauweiss) paint job was also done in the HR garage. The plasma cutter was also put to good use by deleting the scuttle tray and relocating the chassis plate to the passenger suspension turret. A weekend spent with earplugs, eye protection and a wire wheel on a grinder also got rid of the incredibly clingy VW underseal and seam sealer.

Getting the Custom Cages front loop to fit proved to be a bit of a pain as the sunroof bodysheet meant the second skin had to be plasma'd out to allow the cage to weld in on fabricated feet, Harv coming up with his own GRP sunroof delete panel so there was no need to weld a new roof skin in place on top. All of the straight sections of cage that didn't require a pipe bender were cut and notched in-house using inch-and-a-half thick CDS tubing. The thing

that really divides opinion, though, are those sublimely sculpted and perfectly fitting HR Mk1 Berg Cup arches based on moulds taken from this car, allowing for a set of ETO 9x15" Rota BM8 wheels to go on with ample room for plenty of wheel travel and bags of steering lock. Handy, really, as there's a Quaife quick rack to speed up lock-to-lock travel of the OMP wheel.

ON TREND

Although some people won't like the style of the car it was never really built to look stanced or spend time sitting still in grassy fields or indoor shows; it's all about the drive and getting behind the wheel, picking up stone chips and generally trying our best to blow it up every time the bolt-on Dbilas 45mm throttle bodies fire into life. The decision to use the trusty 2.0 16v ABF motor was made early on as they're cheap, plentiful and well regarded as a track day favourite for sustained high RPM abuse. In fact, everything we needed for the swap, plus a ton of other Mk2 performance parts, came from an already converted £300 Mk2 Golf donor vehicle that we trailed home from Croydon one evening. Having experienced and driven a variety of 1.8t Mk1s (AGU, AUM, BAM etc) above say 200lb ft+ of torque they always felt like torque steering liabilities through the front wheels to me, great for straight line go and pub bragging rights from

DUB DETAILS

ENGINE: 1984cc, 16v (ABF) Jabbasport remapped Bosch Digi 3.2 ECU, Dbilas bolt-on 45mm throttle bodies and linkage, 50mm velocity stacks, ABF injector rail, Nissan SR20 injectors, stock VW bottom end, factory cylinder head, Supersprint 4-2-1 Scirocco 16v manifold, 63mm Supersprint exhaust system, raised rev limit to 7700rpm, 02a cable change (CDA) Gearbox, Mk3 Golf 1.6 non A/C alternator setup, custom HR engine and gearbox mounts, lower HR tubular crossmember, semi-smoothed engine bay, custom braided Aeroquip lines for brake and clutch, Direnza 42mm core ally radiator

CHASSIS: AP APX coilovers, Powerflex polybushes throughout, welded lower wishbone brace, fully custom cage/HR Engineering roll-cage, Black Diamond 280mm G60 front discs, Girling 60 Audi S2 twin-pot calipers, Retrofication adapter brackets, Mk4 rear calipers with Mk2 rear disc conversion, C&R Enterprises handbrake cables, 9x15" ETO Rota BM8 wheels, Toyo 215/45 x 15 T1-R tyres

EXTERIOR: Fully refinished inside, out and underneath in L902 Grauweiss, HR Engineering Berg Cup arches, Series 1 metal bumpers, red GTI stripe grille, red GTI badges, red vinyl graphics, HR double height bonnet hinge brackets

INTERIOR: Wilwood reverse mount pedalbox, HR carbon centre console, Bimarco solid sidemount Futura seats, Tilton brake and clutch fluid reservoir, OMP harnesses, 60mm steering column extension, OMP steering wheel with HR horn push, HR gear lever tower, custom wiring loom, Odyssey PC680 race battery, custom 'Jimbo is a twat' sticker, ETB Instruments DigiDash 2 instrument cluster

SHOUT: Harvey Rice (HR Engineering), Brian, Carole, Luke and Kevin at Jabbasport, Ben Auty at AVS Electrical for the wiring, Toyo UK, James at Powerflex



THE BUILD

Once locked in to HR Engineering's one-stop workshop the 'budget track car' idea soon went out the window



say 60 or 70mph on a motorway but useless out of tight bends when the boost hits home. Apart from that, the noise of the open bodies really suits the era of the Mk1 and fits with the Berg Cup route the car was taking. Wiring it all in with a custom-made fusebox and standard Bosch Digi 3.2 management was left to Ben Auty from AVS Electrical and the tiny Odyssey race battery was stashed under the passenger seat to keep the centre of gravity low down. Thanks to a Supersprint 4-2-1 manifold, matching 2.5-inch exhaust system and a new ECU chip to raise the rev limit to 7700rpm at Jabbasport, it made a fairly insignificant 172bhp on the rollers but you really feel like you're working hard to extract the go as the blare starts to deafen you. You really have to keep it on the boil to get the best from it and that makes it more exciting more of the time. Rather than constantly surfing a wave of mid-range grunt you really have to kick this engine's head in, without over-stressing about Gatsos, points on your licence or who's waiting around the corner. It also goes around the Brands Hatch Indy circuit in just over a minute,

not bad for an internally stock motor that you can replace for peanuts. Holding it back at the moment are a set of mildly stretched Toyo 215/45 x R15 T1-R tyres which are soon to be swapped out for Avon semi-slick track day-specific rubber, while AP APX coilovers, Powerflex polybushes and an Eibach uprated rear anti-roll bar tries to quell the understeer, an area where improvements could easily be made when funds allow.

STRIPPED-OUT

It's fairly lightweight as well (until I get in it), tipping the scales at 780kg, so it's close to a stock EVO 8 or VX220 Turbo in terms of power to weight, but most importantly it's about having a laugh and gaining valuable feel for track time. Harvey's mates tend to take a 800bhp GT-R, 470bhp WTCC-spec Leon Cupra and a bonkers 460bhp 1.8T Dax Rush to most of the track days we attend, so I'm instantly out of my depth when it comes to keeping pace, but at the end of the day some of their engine mods alone cost more than my entire car did to build. Playing

with the big boys has never been more fun.

Future plans include a Mk4 02j CZM gearbox for extra acceleration thanks to it's 4.235 final drive and a Gripper LSD for added cornering prowess under load. When, and if, the engine ever does go pop maybe a high compression, all-steel rebuild will be on the cards to try and crack the magical 200bhp NA barrier. Whatever happens it's safe to say that without HR's continued input and support throughout, this car would never have reached the road, so I owe Harvey many more beers to try and make up for all the late nights, early mornings and love that every project of such dedication involves.

And if you're ever wondering if you should take your build on track, I'd say just do it; trying to eke the best from whatever you've got is a real buzz where the only competition is you. While I'd like to think my car is a fairly good representation of a showy track car, the desire to actually drive it far outweighs my want to win any trophies with. As my mate 'Ben the Sparky' always says: "It'll look better with a few battle scars on it, so drive it you tart." ●

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OH NO, SOWO!

Often when an event comes under strong criticism or scrutiny it's usually the organisers that have ruined things by becoming greedy or complacent but that's not always the case as this year's SoWo proved...

Words: Elliott Roberts Photos: Sam Dobbins

Rioting, flame-throwers, alleged groping, mass burnouts, drunks, fights, fireworks and flares... it's safe to say that Southern Wörthersee 2015 certainly stood out for a number of reasons but sadly most of those were negative. Well, at least they were if you weren't actually in attendance but rather following the events unfolding online. Come Saturday night 'SoWo riots' was trending on social media and the goss' was out of control. The reality is, for most 'normal' people that did attend SoWo 2015, if they simply attended the show during the day and weren't actually out and about on the town Saturday night then they'd probably have missed all the shenanigans that went down. Unfortunately, for the local residents or those staying in hotels that couldn't retreat to a cabin or house in the surrounding woodlands, come night fall there was no getting away from the madness that unfolded in downtown Helen this year and while we don't want it to dominate our coverage of the event we felt it was hard not to address it, especially as a new venue for future shows subsequently had to be found due to the seriousness of the antics.

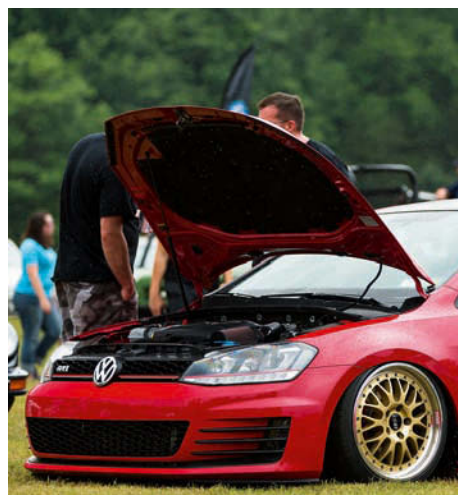
Now before we get into what did and didn't happen or who, if anyone, was to blame, let's just fill those in who have no idea what SoWo is all about. SoWo (or given its full name, Southern Wörthersee) is an event organised by a bunch of VAG enthusiasts that's been held in the sleepy town of Helen, Georgia since 2007. What started as a chilled event run with the intention of honouring the original Austrian Wörthersee show (and to give those who can't venture out to the European gathering a small taste of what they're missing), soon established itself as a major show within its own rights and has continued to grow in popularity and size over its nine year of existence. The picturesque setting itself, set in and around the stunning town of Helen (with a reported population of



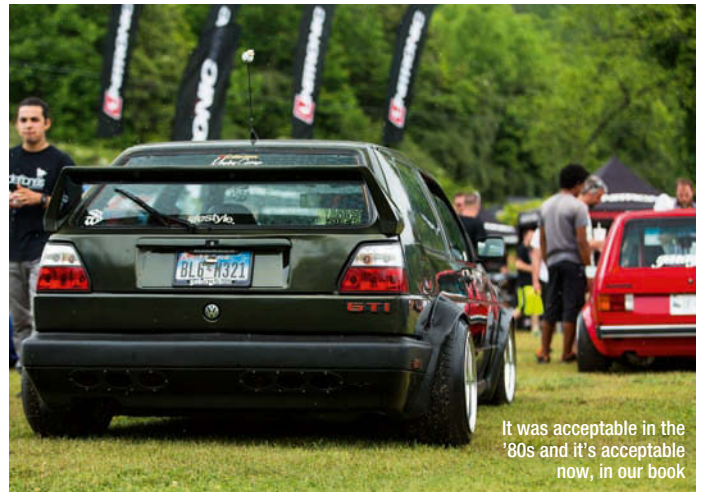
Storm brewing: what started as a bit of harmless fun soon got a bit dark as night fell

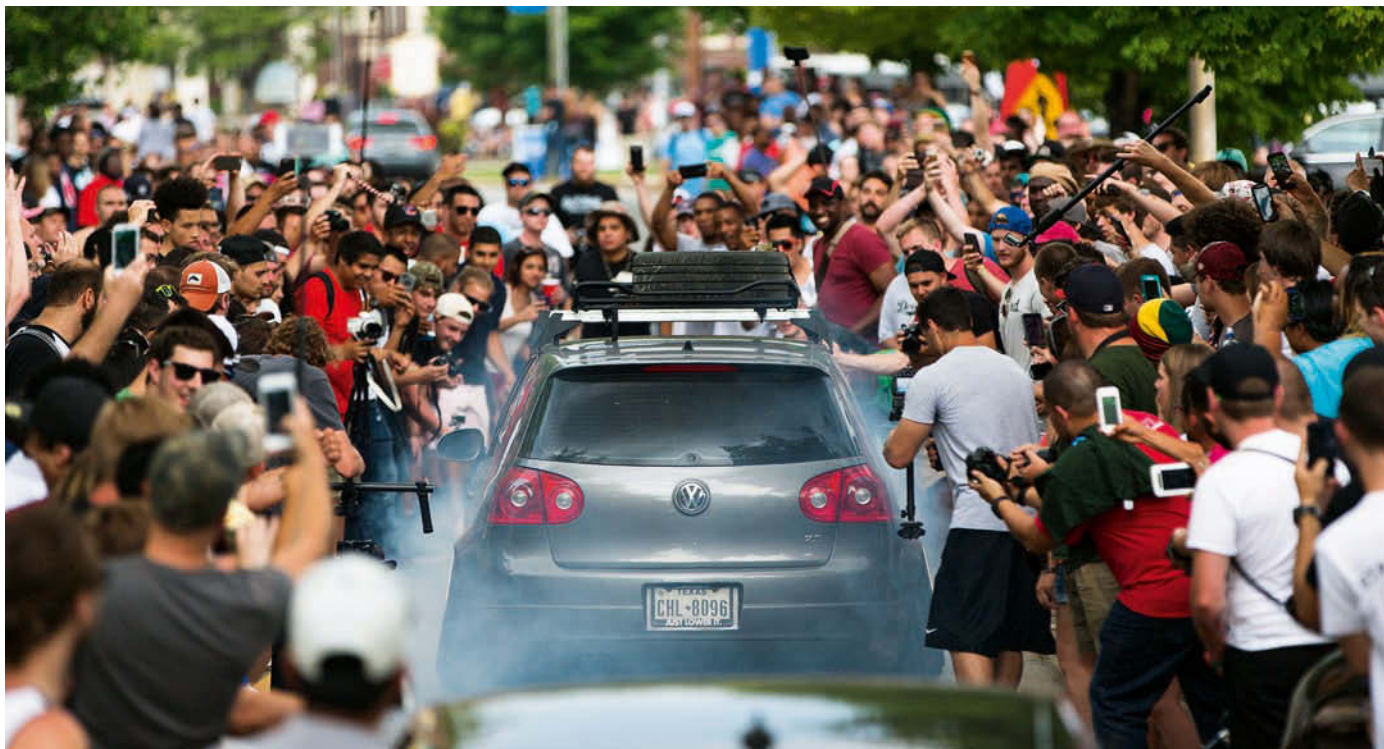


There were more Porsches than ever at SoWo this year, and refreshingly not all 911s



16-17/05/15
SOUTHERN WÖRTHESSEE
HELEN
GEORGIA







Wide-body Scooby was fat, literally.
We love the mix of cars these days at SoWo



under 500 permanent residents) is enough to attract anybody regardless of what's happening. Throw a few thousand modified VWs into the mix and, well, it's no wonder people drive from all corners of North America to be there.

Like the original event over in Austria, while the duration of the official show has remained the same, people now tend to arrive earlier and leave later each year; if you've travelled a long distance then why not make a bit of a holiday out of it? Also, similar to the Austrian classic, the event no longer just attracts VW and Audi owners. As the modified car world has become more entwined and there are more crossovers between brands and the people that follow each marque, both shows reflected this. As a result, you get a different mix of people and some really interesting machinery turning up. Nothing wrong with that though, the VW scene has always been pretty open-minded and able to embrace all changes.

However, I guess you can say it's inevitable things would eventually get a little out of hand given the show's seemingly relentless growth. In the first year Matthew Bounds and his team of merry helpers saw just 150 cars attend compared to over 28,000 people this year. The thing is, unlike Wörthersee over in Europe where the police presence has increased each year to match the growth and to keep control that just doesn't seem to have happened in Helen.

To be honest, the signs have been there for a few years, which makes the lack of control by the local police this year seem a little crazy. It wasn't as if this just sprung up on the local authorities without warning. In the police force's defence, the town probably just isn't big enough for that amount of people descending on it. But if that's the case then it shouldn't have gone ahead. Granted, if it wasn't for the people doing the crazy shit or the other voyeurs egging them on, then the show's future wouldn't have been put at risk. But wherever large groups of people mixed with copious amounts of alcohol are concerned, unless things are policed correctly and the law enforced, you are going to have something of a riot on your hands.

Pointing the blame at this stage certainly isn't going to help and like we say the writing for SoWo in Helen was probably on the wall way before the first car rolled into town this year. We just feel had the police made their authority felt early on then a lot of the trouble could have been avoided.

We're just pleased to report that the show must (and will) go on.





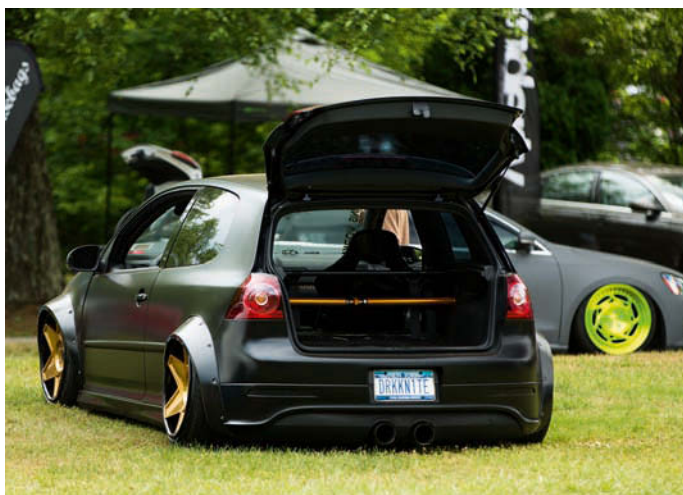
Regardless of what happened this year, it will still continue, albeit in a slightly different way and at a new location with a better infrastructure. Over the years the main event organiser Matthew Bounds has thrown everything at keeping SoWo safe and family-friendly, communicating with the local residents, town officials and police to stop things getting out of control. It's safe to say there was nothing he could personally have done to prevent what happened this year. All we can say is that despite what has happened he looks hell bent on not letting the idiots spoil things and taking the SoWo ethos forwards to year ten. In fact, prior to this year's show Matt was already in discussion with four other major towns looking at future-proofing the event. It's just unfortunate that 2015 went the way it did. For Matt's official word on the future of the show check out the video on SoWo's Facebook page where all will be explained.

It's a shame the madness this year distracted from the show because all those that attended the event itself were treated to an amazing display of machines and the quality this year was probably the best we've seen. Thanks to the wide range of cars SoWo attracts you can now see literally anything; for example, this year we spotted a modified BMW i8 next to a bone stock Polo bread van imported from Europe! Modified R8s, Porches and Ferraris are also now common place but, thankfully, the core cars are still VW or Audi based and the quality these days is good enough to rival most European VW shows. With a strong showing of vendors (including VW, APR, Vossen, Unitronic, Forge, Air Lift, Rotiform etc), there were plenty of ways to blow your hard earned wedge.

It always impresses us how seriously VW takes the modified scene Stateside and its presence at SoWo this year reflected that with an incredible booth featuring a bunch of the latest cool production cars parked up alongside some nutty one-offs including the likes of Tanner Foust's drift Passat (which graced the cover of *PVW* 6/15), rallycross Beetle and wide-body RWD Bug (see page 48 for a full feature).

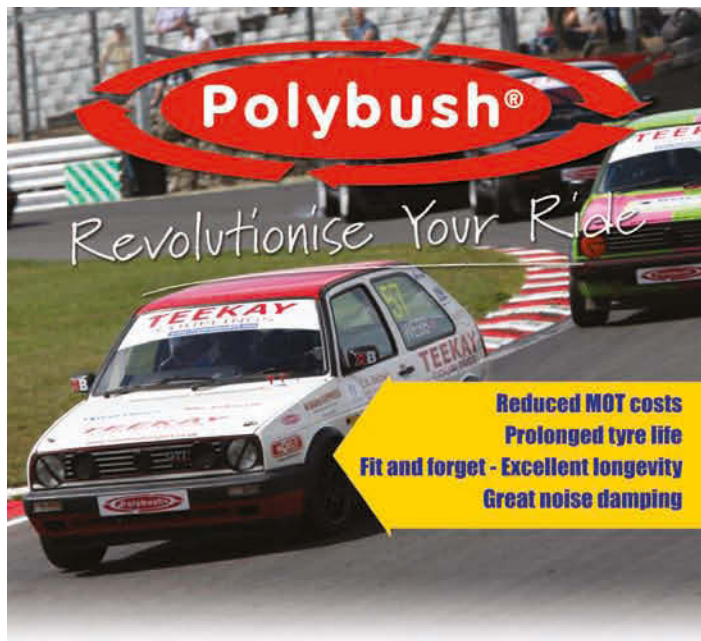
In terms of trends it was impossible to really point any out, such was the variety of modifications and cars on display. It was interesting to see that the balance between static and bagged suspension has never been more even, however, this year saw camber taken to a whole new level as a couple of key cars demonstrated.

For a killer pictorial of what SoWo 2015 the show had to offer, then look no further than the following few pages of Dub heaven ●



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GREEN CORN

Jackson Beall is a man with ambition. His early plans for this S4 amounted to 'make it look good, make it handle'... but then the star of SEMA started twinkling in his eye. And he hasn't looked back since.

Words: Daniel Bevis
Photos: Viktor Benyi





**“MY VISION FOR THIS BUILD WAS
A CAR THAT LOOKED STUNNING
BUT ALSO RETAINED THE ABILITY
TO PERFORM ON THE TRACK”**

It's a truism that Audi put the 'A' in 'VAG' (well actually, no, it's a common misconception, but we've got no room for pedantry here), and we like to think that when an Audi appears within these pages, that significant vowel is pronounced in the way that The Fonz would say it, two thumbs aloft and lascivious leer firmly in place. As our revered and fragrant deputy editor Mr Kennedy pointed out in the July '15 issue, *PW* has been evolving in recent years to encompass all that's great and good in the Audi sphere, so much so that we've spun a sturdy *Ultimate Audi* bookazine out of it, which can be found intimidating the lesser mags on the shelves of your local wordsmithery. The green quad-ringer you're seeing right here represents this seismic shift in fine style: it's at the very bleeding edge of VAG fashion, sure, but it's no sheep. I mean, whoever heard of a green sheep? That sort of thing exists in St. Patrick's Day pranks, nowhere else. And the tale all begins with the mighty Audi S4...

Now, we really are spoilt for horsepower these days. It wasn't all that long ago that we were doffing our hats to the great turbo gods in the sky for allowing us to have 180bhp from the AUQ 1.8T, granting our TTs, Leon Cupras and Octavia vRSs a little daily spice. But it's as if the industry has turned a corner, realising that thrust isn't a finite resource, that we can be trusted with more of it. Remember when you were buying street-racer Japanese cars in *Gran Turismo* in the '90s, all capped to the gentleman's-agreement 276bhp? Even today's hot hatches have more than that. Being a petrolhead in 2015 is all kinds of awesome. Look at the current-generation (B8) Audi S4. It's got a supercharged 3.0-litre V6, for goodness' sake. You get 329bhp straight out-of-the-box. That's Porsche Cayman GTS power, with the luxury of rear seats. It's madness.



Thankfully, we have people like Jackson Beall to harness this madness. And by 'harness', we obviously mean 'significantly amplify to an absurd degree'. Cutting straight to the chase, his S4 is rather different to how it rolled off the forecourt. Enough to keep him cheerful, anyway – 475bhp will do that to you. So how did this happen?

Well, it all begins with Jackson's fledgling footsteps into the scene with the foundation of Watercooled Society back in mid-2012. "What it came to down was creating a group, page, home, what-have-you, where all enthusiasts of European cars could appreciate the vehicles themselves and, more importantly, the love and passion that is put behind each build regardless of origin or budget," he explains. "My role is to reach out to new photographers, to dig in and form relationships with companies, and make sure we have all the tools and resources available for WCS to keep pushing out new content." A busy boy, then.

Fast-forward to November 2012, and Jackson finds himself at a local show in the Dallas-Fort Worth area. "I'd had the S4 for about nine months, and I was trying to figure out what to really do with it," he recalls. "It just so happened

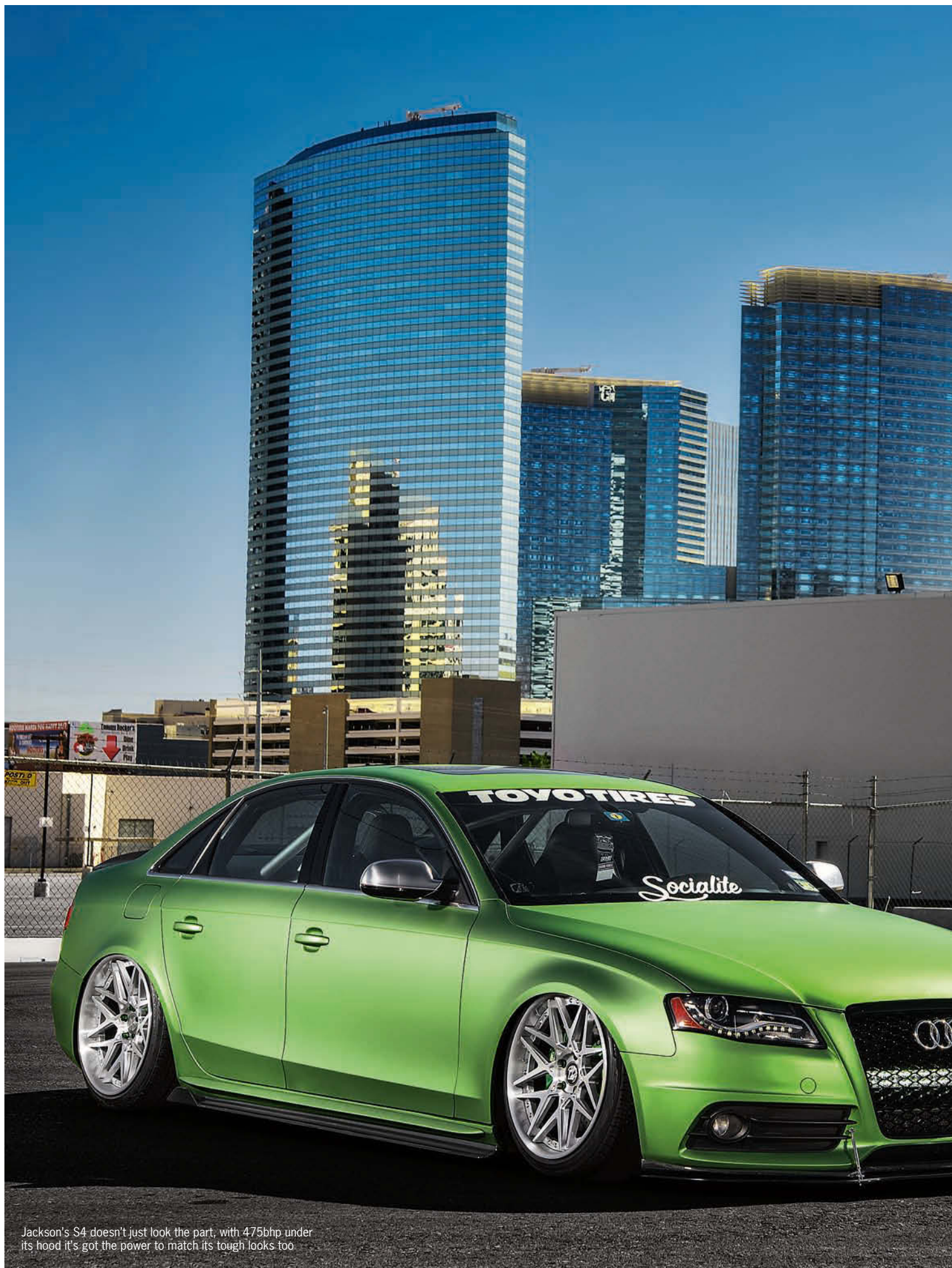
that the builder who had done the air suspension install on my Mk5 GTI – Drew Dorbritz of Dorbritz Designs – was also in attendance, so we got to talking. I told him that my vision for this build was a car that looked stunning but also retained the ability to perform out on the track. The following April the car went under the knife for the first part of the transformation..." It's funny how quickly these things snowball, isn't it? When you've got the history, the enthusiasm and the contacts, it's pretty much impossible not to modify your car in extreme ways. This scene of ours is a self-perpetuating entity.

"The first step was an air-ride setup that would follow the plan of focusing on performance as much as aesthetics," Jackson continues, "along with custom widened fenders that were needed to accommodate the new and much wider wheels." The rims in question are a square setup of 10.5x19" all-round, the VIP Modular VR13s offering the sort of aggressive diagonals with smoothed corners that really accentuate the lines of the S4. It's an inspired choice, very cohesive.

"I began to intern at Dorbritz Designs to get fully involved with the build, and try to have a



19" VIP Modular VR13s suit the S4's lines perfectly



Jackson's S4 doesn't just look the part, with 475bhp under its hood it's got the power to match its tough looks too



better understanding of the aftermarket world," Jackson explains, demonstrating impressive diligence to the cause. We don't all have the abilities or inclination to carry out these works ourselves, of course, and there's nothing wrong with that – a whole aftermarket industry exists to support and nurture our decisions. But it's one thing to drop a car off at a custom builder and throw a load of money through the door; it's quite another to roll your sleeves up and get stuck in, eager to learn. "After an appearance on our Watercooled Society booth at SOWO 2013, the project took a pause while I saved up for the next phase – although at that time I didn't know what it would be! But then in December 2013 I ran across a caged M3 sedan on Instagram, built by IND, and I knew at that moment how I wanted to complete the car..."

'Caged' becomes something of a defining motif of the car, in fact, as you'll have spotted if you've glanced over the photos. When you open the rear doors of this S4, you're confronted with what can only be described as a placeholder, the rear bench being long gone. It's like a seat-filler at the Oscars, a transitory thing to look past rather than at, while the real action happens on stage; and the stage in this tortured metaphor is the airspace above where the seats would be, filled as it is with a beautifully intricate roll-cage, offering more curvaceous monkey-bars than your local kids' playground.

"In January 2014, Dorbritz Designs teamed up with a new partner, Jake Moore of Garage Werks," says Jackson. "We spoke with Jake about my final vision for the car, and thus the SEMA story began." That's right. This is a dude who doesn't do things by halves. Not content with building a top-end nu-wave Audi, he wanted something that could hold its own at the world's biggest, most visible aftermarket tuner show. But what the hell, huh? No-one ever died from being too eager to do things right.

"Jake had 13 years of SEMA experience and thought this project had the potential to earn a feature spot for 2014," Jackson remembers. "The following nine months were filled with moving the car from shop to shop, and trying to secure sponsors to make the cost of the project reasonable. I only drove the car for maybe three weeks in all that time! But it was finished and packed up on the morning of 30 October 2014, after more than a few sleepless nights. In fact, we finished the car at 6:45am on the day I was supposed to leave for Las Vegas; it was very emotional, but beautiful in the fact that everyone had their friends and family coming up to the shop at all hours to help out. It was such a team effort – at one point we even had my fiancée rebuilding a set of three-piece wheels!"

So the ultimate spec – was it sufficient to wow the crowds? Well, yes. Remember we were talking about the modern abundance of power?



We're big fans of cages in nu-wave cars so it's fair to say we're loving Jackson's interior



Jackson's done his bit to throw that generosity back in the face of the cosmos thanks to an APR Stage II+ ECU upgrade, working overtime with a Milltek system and Roc-Euro intake to provide the vast air supply that the internal combustion engine needs to work in optimal style. 0-60mph time? Ah, a gentleman never tells... catch him at the next stop light and find out for yourself.

Nitrous Express bring a water methanol kit to the party, effectively allowing safe, high boost on pump fuel by dramatically cooling the air in the intake stream, and thus fulfilling Jackson's dreams of track worthiness. This is augmented by Air Lift Performance Series struts ('Drive it. Show it. Track it.' – that's its mantra, and who are we to argue?) running E-Level management, while a plethora of chassis upgrades and the big brake kit help to turn a fast car into a *fast* car.

Then there's the second dimension of Jackson's aspirations – the scene-defining alterations to the

looks. After all, if you wanted something that was just fast above all else and ready to go out-of-the-box, you'd spend the money on a used Ferrari (although that is what he's planning to do next, but that's a story for another day). So the exterior has been colourfully enlivened with Candy Apple green vinyl wrap, accentuating the broadened wings and showing up those anonymous silver A4s on the grocery run, with copious carbon fibre accents serving as a shiny counterpoint to the body's matte finish. And there's even an off-roader-style light bar behind the grille: "The shop was doing a few 4x4 builds at the time, and most were running tons of these Rigid LED light bars. Someone noted that it would fit perfectly behind the Audi nose, and by the next morning there were tabs welded on and a light bar mounted. I love it – when I was driving back though the desert after SEMA with that thing shining it was amazing! When people see it the general reaction is a headscratch, followed

by 'where does it mount?' and 'how do I get one?'" Lateral thinking, you see. That's why it was a hit at SEMA, and that's why it's here.

"Being a part of SEMA was an awesome experience, and at the end of the day we built a car that I dreamed up – I'm grateful for the chance to build my own dream," he enthuses, and we're really cheering for him on this one. A dream come true is all anybody could wish for. "I'm not finished with it yet though," he grins mischievously. "There are three items still to tackle: a complete reworking of the audio, painting the car the in same colour that it's been wrapped in and, last but not least, the new twincharging system to be released by Silly Rabbit Motorsports in Las Vegas – that'll be pushing 600bhp..."

Honestly, back to Vegas again for round two? This guy's insatiable. He certainly needs keeping an eye on ●

DUB DETAILS

ENGINE & TRANSMISSION: 3.0-litre supercharged TFSI V6, APR Stage II+ ECU upgrade, Milltek exhaust with non-res downpipes, Roc-Euro intake, Silly Rabbit Motorsports meth plates, Nitrous Express Stage 3 water methanol kit – all installed by Steven Zink at Zinkwerks. DXD Stage 3 Clutch and flywheel, six-speed manual

CHASSIS: 10.5x19" ET30 VIP Modular VR13s with 255/35 Toyo Proxes 4 Plus, Air Lift Performance Series struts, AccuAir E-Level management, Dorbritz Designs custom boot install with Speciality Suspension tank and Airth fittings, Eurocode adjustable end links, anti-roll bars and Alu Kreuz billet drivetrain stabiliser, Futura Brakes BBK (calipers anodised green), stud

conversion with VIS Racing green lugs

EXTERIOR: Avery Dennison Candy Apple Matte Metallic green vinyl (fitted by Garage Werks), Enlaes carbon fibre kit (minus front lip), Deval carbon fibre front lip combined with Allroad Outfitters custom carbon fibre splitter, custom widened wings by Dorbritz Designs, RS4 grille, Rigid Industries 28" radius LED bar behind grille, Belsek HID fog conversion

INTERIOR: OEM Recaro seats with Alea Leather black nappa leather and black Ultrasuede inserts with lime green stitching, Podi boost gauge, Black Forest Industries stainless weighted gear knob, AWE stainless pedals, Ultrasuede headliner and pillars, custom

removable roll-cage and rear seat delete – built by John Christian Designs

SHOUT: Drew Dorbritz and Zeb Harris of Dorbritz Designs for the suspension and trunk setup, Jake Moore of Garage Werks for the audio, wrap, and interior, Steven Zink of Zinkwerks for all of the mechanical maintenance and performance upgrades, Tyler Patterson of Tyriffic Detailing, JC Staub and Nick London of John Christian Designs. I would also like to thank my wonderful fiancée Carolyn Dawson and my parents, Andy and Laura, for the crazy amount of support they have given me and the Entire Watercooled Society team. None of this would have been at all possible without these people!

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To say American *PVW* contributor James Jetton has something of a modified VW addiction is like saying Miley Cyrus likes to let her hair down on weekends. A few months back we got to meet his latest VeeDub hit and we thought it was about time we shared it with you...

Words: Elliott Roberts Photos: Sam Dobbins

JETSET





The first time we met James 'Jet' Jetton in person was over a decade ago in a lap-dancing bar located in downtown Reifnitz, Austria during the classic Wörthersee Treffen event.

Obviously this isn't the type of establishment we usually frequent (*what happens in Wörthersee, stays in Wörthersee, right?* ~ All) and we could probably say the same about Jet, too. The guy is a softly spoken man of very few words, but when he speaks you tend to listen, especially when he's on the subject of Wolfsburg's finest.

At the time of our chance meeting, Jet was actually surrounded by a bunch of the guys from Dutch VW club, MIVW, so we'll just blame them for this rather random encounter. Jet, who was stationed in Europe at the time with the American forces, was visiting the show for the first time but it was purely by chance we bumped into him. Let's just say of all the people we did expect to meet in those slightly seedy surroundings, Jet was not one of them.

Prior to this we'd been in touch with Jet via email and online in the lead up to his incredible Mk2 VR6 being featured in the now-cult Mk2 Madness issue of the magazine (PVW 12/06). The car itself was a real masterpiece and could only have been the work somebody with first-

hand experience of what was happening on the VW scene both sides of the Atlantic. With a badgeless Westmoreland front, Audi handles, detrimmed sides with widened metal arches, semi-stripped interior, smoothed 2.9 VR6 conversion and side-exit exhaust, it's safe say Jet had been schooled by some of the best in the game. This was one of the first stand-out cars we'd seen that mixed Euro and American styling in a harmonious way.

Since then, Jet's no longer getting posted abroad and so had much more time to focus on his other hobby of photography, and has been supplying us the occasional feature car shoot for the last few years. You'd think the fact this innocent-looking Caddy is the first car of Jet's we'd featured since the Mk2 would imply he's been far too busy with work and photography to focus on his own project cars. But that's where you'd be very much mistaken. I'm trying not to make a big deal about it but the reality is, Jet probably owns more modified VWs in his private collection than we've collectively owned since we've been driving! So why has he been hoarding them all this time and more importantly, why has he been keeping them to himself for so long? Thankfully all will be revealed in this quick fire Q&A session.

PERFORMANCE VW Q&A

NAME: James (Jet) Jetton

AGE: 45

LOCATION: Charlotte, NC (The Queen City)

OCCUPATION: United States Army – Sergeant Major

PERFORMANCE VW: Over the years we've met some people with rather serious VW addictions but looking at the collection of cars you currently own, we would say you're probably the worst effected. What's wrong with you man? Where did this love for VW come from?

JAMES JETTON: Yes, the addiction and struggle is real! Seriously though, my love for VWs came from my high school years, where I had a couple of friends that owned them. After seeing their rides, I vowed to one day own a Rabbit of my own. The first VW I owned, though, was a Polar silver '88 Golf – it wasn't the fastest thing on the road, but it grabbed my attention for sure. After owning this Golf for 13 years, I began to buy more and more as the years went past. This passion for VWs is something that I can't really explain in words. Through life we all seem to gravitate towards something to keep us going from day-to-day, and my gravitation towards VWs seems to be just right for me.

PVW: We're going to focus more on your collection of cars in a future issue, but for those who don't know, tell us how many VWs you owned and mention a couple of the highlights...

JJ: Over the years, I really didn't see myself going this crazy with a collection of cars. It seems like only yesterday when my driveway was only filled with two cars, an '88 Golf and '91 Passat. Then every once in a while I'd get a call from a friend or two telling me about a car that was for sale or needed to be saved. If there is one thing I can't deal with it's seeing a Dub being mistreated or potentially going to the wrong owner. For this reason (and a few others!) my two-car driveway has ballooned into what it is

today. I currently own 13 Dubs, ranging from my 1980 Tarpon blue Rabbit pick-up to the latest being a 2008 Touareg. I've also sold a couple along the way which I regret, but hey! We can't keep them all. A couple of my prized possessions are my '84 Cashmere white GTI and '89 green Pearl Rallye Golf, but I'll tell you more about those next time.

PVW: Do you still own the Mk2 from our *Mk2 Madness* issue?

JJ: Yeah, I still own my Cypress green metallic Mk2 VR6, I think I've driven it approximately 3000 miles since that feature. Yes, I need to drive it more often.

PVW: Okay, on to the truck in question. What is the exact year of production and the model of your Caddy?

JJ: It's a 1982 base model Caddy and the original colour was Slate green.

PVW: Why did you choose an old truck when you already own so many Dubs?

JJ: I thought it would be a fun project to upgrade the powerplant and enjoy the drive with a more modern feel.

PVW: So how did you come across this VW. Another call from a friend?

JJ: My search for a Caddy was a five-year nightmare. I couldn't believe it would take so long to find the right one when there were so many for sale, but some were rusty, unfinished projects, or molested beyond repair. Eventually I stumbled upon an ad on eBay. It was located in the mid-west, so I had to have it transported to my location in North Carolina. Once I received the truck it was actually in great shape and only needed a few things replaced before driving on a consistent bases. After a couple weeks, though, I immediately knew I had to upgrade a few things in order to enjoy my spirited drives.

We just really dig the beautiful simplicity of Jet's Caddy, it's nothing too fancy or too over the top it's just a great looking Mk1 that we would love to be able to call our own given the chance!



PVW: So did you initially plan to go quite so far with the modifications?

JJ: I always knew I wanted to upgrade the 1.6 to something with a little more punch, so I purchased a 16VT for the upgrade. However, I somehow lost interest in the 16VT swap and pondered what other motor would I like to pursue. Around this same time, a good buddy of mine, Mike Ngo (owner of Eurowise) was venturing into making Mk1 VR6 conversion kits. The VR6 motor is my favourite VW powerplant of all time and after a few conversations Mike and I decided to make the build a reality. Fortunately, I had a Mk3 GLX that had been wrecked in the rear end and totalled, so a powerplant wasn't an issue. I then moved both vehicles to Eurowise to proceed with the swap. Since this was Eurowise's second conversion kit fitted, I thought it would be best for it to carry out the install. The install was a success and I can't say enough good things about the Eurowise team and their dedication to customer satisfaction. After the motor was installed and moving again under its own power, I began to upgrade other things to match the recent powerplant switch.

PVW: What was the motor history and did you tune the VR at all?

JJ: The motor was low mileage and ran great, so it was an easy decision to buy it back and keep around for later use. During the swap the only upgrade to the motor was the ECU chip.

PVW: Mk1 VR6s are becoming more popular these days. Why do you think that is?

JJ: Several years ago, I would have never imagined a VR6 in either of my Mk1s, but with the ease of conversion kits and other structural upgrades it's a no brainer. The reliability of this conversion is easily obtained and maintained with the proper products.

PVW: What would you say to those who claim the VR6 is too big and heavy to fit in the front of a Mk1 chassis?

JJ: Don't knock it until you've tried it! I've driven mine hard at times to see if the chassis could handle the pressure and so far, it has handled the load and then some. It's one of my favourite cars to drive from my collection.

PVW: What came after the engine swap?

JJ: The next step was installing a Digifiz, which I'd purchased many years ago while stationed in Germany. I turned to my brother Rodney Huss (owner of JRC Motorsports) for his help to install this as he is a wiring guru. This is by far the sweetest addition to my Mk1 to date.

PVW: So apart from Eurowise and your brother, who else has helped out?

JJ: The interior was done by Kip Love (Love's Trim) and the rest was completed by me.

PVW: What colour is the truck? Is it a factory shade? How much paint has it had?

JJ: The truck was fully resprayed in Flash red, which I didn't think I would like, but I don't see it being any other colour now.

PVW: Talk us through your chassis mods...

JJ: The suspension is fitted with coilovers and drop plates. I thought about putting it on air, but I'm more of a static guy. I knew if I went to air, that might convince me to put everything on air, and my wife would probably go crazy.

PVW: If you could go back and change any one part of the build, what would that be?

JJ: I would have added the turbo kit during the build; however I'm sure I may get around to doing it one day.

PVW: We love the simple interior theme. Was that always the plan?





**"IF THERE IS ONE THING I CAN'T DEAL
WITH IT'S SEEING A DUB BEING
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“CARS FOR ME ARE LIKE PETS ARE TO OTHER PEOPLE. I REALLY ENJOY OWNING THEM, ESPECIALLY THE ABUSED, RARE, AND NEGLECTED TYPES”



JJ: I have always been a pretty simple-minded guy to be honest! I don't think you will ever see me go over the top on any of projects. I like my cars simple, clean and with a little spunk!

PVW: What's the best aspect of owning a truck?

JJ: For me, just simply owning a truck is an excitement all in itself. Being able to put things into the bed and move them with the ease of the VR6 has got to be my favourite part.

PVW: What have been some of the best reactions about the car since its completion?

JJ: When people see the car they mainly comment on the interior and paint colour until they figure out what's under the hood. Once they find out it's a VR6 swap, their entire demeanor changes!

PVW: So it looks pretty and sits well, but can you tell us a bit more about what it's like out on the open road?

JJ: Honestly, it's a blast to drive, it's one of those cars that I could drive across country if I had to. Sometimes I jump in it and drive it just to enjoy the feel of the Mk1 chassis with upgraded power.

PVW: What's next for you and your cars? Any other major projects on the go?

JJ: In fact, I'm about to start on my other Caddy, it's a 1980 Tarpon blue early Westmoreland model (you can see a photo in our SoWo coverage ~ Ed), nothing fancy but I like it.

PVW: Do you think you'll ever be too old to modify your car?

JJ: No way, the only way I'll give up on cars is if

my knees or back give out. Otherwise, you shall catch me rolling in the dirty south as usual.

PVW: Do you ever get sick of cars?

JJ: There are times when I don't feel like being bothered with the cars, but after a very short spell, I wake up from my nightmare and go for a quick drive to rejuvenate my spirit.

PVW: To those who don't understand car modifying, explain why people like yourself choose to do it?

JJ: Cars for me are like pets are to some other people. I really enjoy owning them, especially the abused, rare, and neglected types. It's a passion of trying to bring them back to a better state than their previous status. After reaching a desirable status of refurbishment, I proceed to enjoy and preserve ●

“YES, THE ADDICTION AND STRUGGLE IS REAL!”



DUB DETAILS

ENGINE: Semi-shaved bay with 2.8-litre VR6 OBD2 with C2Motorsports software. Raceland manifold with Eurowise custom mod, 2.5 TechTonics Tuning stainless steel exhaust system, Borla silencer

CHASSIS: 7.5x16" AC Schnitzer Type 2 wheels with 165/45 R16 tyres all-round. Coilovers with adjustable drop plates, Eurowise Mk1 VR6 conversion kit

EXTERIOR: Full respray in Flash red, small Euro bumper, smoked indicators, Rhino liner bed, deep duck bill front spoiler. Battery relocation under bed

INTERIOR: Full retrim in tan leather/suede, Recaro seats, dash, headliner, bulkhead, doorcards, Nardi steering wheel, Nardi gear knob, Mk2 Digifiz instrument cluster. Sony head unit and speakers

SHOUT: Thanks to my wife Mercedes, son Tyriq, and entire family. Other recognition goes to Rodney Huss (JRC Motorsports), Mike Ngo (Eurowise), without these guys my life would be a lot more stressful. Sladdi Genc (Striplot) always supplying me with rare parts from Germany. My good buddies who all keep me on track Chris (C2Motorsports), Jason Wills, Steve Jolly, Conte Bolden, Steve Brown, Carlík Jones, Bynums, Ground Forces Jet, and Randy Williams, I can always count on these guys for an honest opinion or assistance



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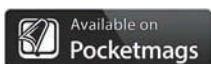
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Elliott Roberts

PROJECT: FAMILY GUY 07_B4 A4 Avant
Started: Jun 03, 2010

Comments: The A4 continues to be a functional automobile. How very normal of Ell



Elliott Roberts

PROJECT: GREY PRIDE 90_Golf Rallye
Started: Oct 10, 2007

Comments: So, is it done yet?



Dave Kennedy

PROJECT: PLUCKY 91_Mk2 Golf GTI
Started: Feb 12, 2013

Comments: Does Shipley offer a loyalty card for frequent use? This is getting silly now



Mark Riccioni

PROJECT: SCENESTER 13_Mk7 Golf R
Started: Oct 13, 2014

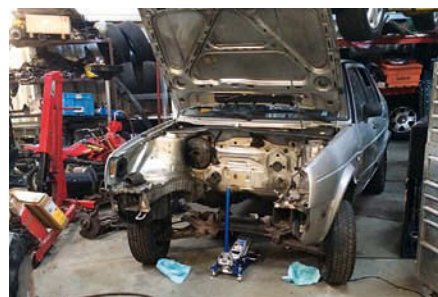
Comments: An update on the R next month. So much for keeping things sensible...



Mark Bass

PROJECT: ULTIMATE BASS 13_T5 2.0TDI
Started: March 08, 2013

Comments: Not much to say anymore. Turns out Mark knows when to stop modifying!



Paul McGrath

PROJECT: YEW TREE 86_Mk2 Jetta GT
Started: Sept 14, 2013

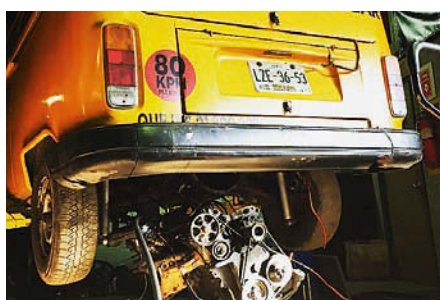
Comments: It's been nice having you in RCars Paul but your time is up now. Bye bye



Ryan Stewart

PROJECT: CHRISTINE 05_Mk5 Golf GTI
Started: Nov 15, 2011

Comments: Word is Ryan's bought a Porsche Cayman. We should get in to PR for sure



Jamie Orr

PROJECT: SUPER JAMIE How many cars?
Started: Jun 10, 2014

Comments: Turn over for an update on the Jetta Limo. Of course he's got a Jetta Limo



Rob Waite

PROJECT: JOKER 07_Skoda Fabia VRS
Started: May 14, 2015

Comments: So, what's next for Rob now the Skoda's riding low? Answers on a postcard



STRETCH **ARMSTRONG**

Oh, the Jetta Limo. Source of so much fun, and so much work! This has to be one of the most fun and head-turning Volkswagens that Jamie's ever owned though.

It was originally built by a Canadian bodyshop in the early '90s as one of a pair of stretched Jettas. Rather than being the result of a drunken night with a welder, there were actual plans and blueprints and even government inspections of the final results. Due to not being able to increase the gross vehicle weight, it was destined to remain a five-seater, with a matching front seat welded sideways into the middle of the car, at least until I got a hold of it.

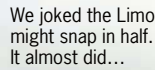
The sister car has long been lost, but this one ended up in the USA, where it was daily driven by a old guy for a number of years. It was then bought by an enthusiast who drove it to Waterfest in about 2005, which was the last

time that it was seen running. The original 8v engine and three-speed automatic gearbox was pulled, along with the fuse box and more, and then the project was abandoned and sold to a VW collector in New Hampshire. Years later he realised that he wasn't going to have the time or resources to rebuild it so he listed it for sale on Craigslist, causing the internet to basically go nuts. A few car blogs picked up on it, and the discussion boards lit up, and a number of people made moves to buy it.

The seller decided to screen buyers, hoping to find someone that he knew would get it running again, and rejecting people whom he didn't get the right vibe from. During a unrelated phone

conversation with myself, the subject of the Limo came up with it being described as mainly needing the engine replaced and other mechanical work. So with that, a plan was born and I was on an eight-hour drive to tow it back to Pennsylvania. Upon seeing the car, though, it was apparent that this was going to be a bigger project than anticipated, but I'd gone that far and I'm always up for a challenge so we hooked it up and headed home. It made it about 150 miles before it broke. Badly. Only I could have a car break down when it's not even got an engine!

The main subframe that holds the control arms, steering rack, engine, basically everything, was so rusty and damaged that it





With Paul moving to the US to be with his other half PVW snapper Anna Taylor the Jetta had to go

OVER AND OUT

You would think that working in a garage would be a sure-fire way to fast-tracking an automotive project, right? You'd be so very wrong!

You see, invariably the paid work runs on and extras turn up. Those evening and weekend slots you'd been promising yourself start filling up and your chance to get cracking on with the non-paying stuff vanishes into the distance. Not to mention the weather. If anything can cause my desire to shift a giant chunk of metal around between outdoor storage and workshop to plummet it's the cold, the wet and the dark. In that order. Call me a fair-weather-enthusiast if you like. I'm totally fine with that. So, with basically zero progress made over the autumn months due to various reasons, and my lack of forward motion the winter before, I knew that something had to be done to make a dent in the build this winter.

That something ended up being an inside space at Matt Wright of United Motorsport UK's Unit in Basingstoke, previously mentioned in here as it was where the donor cars were sacrificed, and the car was moved back there in December last year.

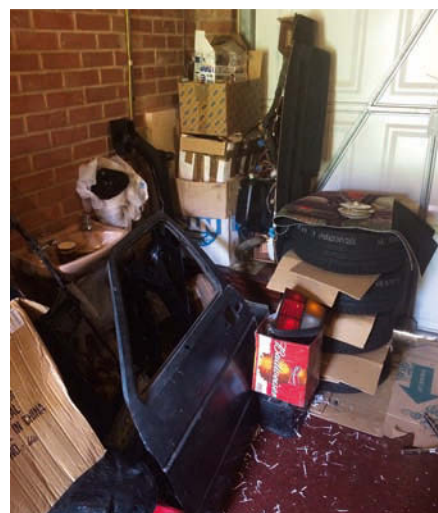
With the engine conversion and a number of late-spec parts going into the early shell, I decided it made sense to do a dry run with the old, rusty parts and trial-installing the engine to make sure what work needed to be done to the bay, rather than using the new powdercoated

parts and refreshing the TDI motor at that stage. I had a spare Mk3 subframe and offered it up to the Jetta with its original wishbones, 16v hubs, the Corrado subframe and an old set of coilovers ready for the engine, intercooler and peripherals, with a Westmoreland front end fitted up too, supporting a larger capacity radiator designed for an air-conditioned car.

That, however, is where the Jetta's journey peaked due to me deciding to relocate to the US. Good news for me, but bad news for the Jetta. I toyed with the idea of taking the car, but in the state the car was in it didn't seem a sensible car to take the trouble to import. I decided I didn't want to rush the car to a substandard finish and had nowhere to store it in the meanwhile, so it had to be curtains.

So I stripped the 'Frankenstein' parts off the shell and refitted the original parts. A second stint saw a familiar helping hand in the guise of former PVW designer Lee Riddle, to assist with refurbishing the car with its full interior.

A week later, the car's on eBay. Another ten days pass and it's on its way to a new home on the sunny south coast. I've kept a number of the parts I'd toiled over locating, stashed away for a potential tribute-build, but that's it. A solid line drawn under project Yew Tree, sorry for the anticlimax. Awkward... **PM**





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CLUBS



DUB CLUB

A few years ago, if you wanted to know what people were doing to their cars or see the freshest mods in between the major shows (of which there were far fewer than today!) you had to pop along to your local meet and see it in person. These days, well, you know how it is, you open up Instagram or Facebook and you can see what people all over the world are doing. Thankfully, though, face-to-face social interaction in the car scene isn't totally dead and there are still monthly local meets going on. One

Photos: Matt Clifford

of the best (and longest running now with ten years under its belt) is Dub Club. Social media and forum message boards might be the modern way of doing things for the majority of people but magazines (got to get those in there of course!) and the monthly car park meet are the bread and butter staples of the modified car scene – probably something that is hard to believe for the youngsters out there who've grown up with the internet in their pocket!

Like we said, Dub Club has been going on now for some ten years which is pretty

impressive with so many other meets coming and going over the years. What's more impressive though is that it's a weekly affair! That's right, every Wednesday night you'll find a packed meet! The location? Well that's top secret. Okay, it's not a total secret of course, otherwise nobody would turn up. It's in Nuneaton, which is near Coventry. The reason for the secrecy surrounding the actual location of the meet is to keep the crowds away that used to turn up and cause trouble at the previous location when the location was public

EUROCARTEL



It's been a while since we've given a local club a spot in the mag but the guys at EuroCartel have been patiently waiting for a shout out for a while now so we thought we'd keep our promise and get them in. EuroCartel have been going for a few years now and in that time

have grown in to one of the biggest clubs in the country, winning awards such as Best Club Stand at GTI International recently.

EuroCartel tell us that the club is open to anybody who loves VAG cars, it doesn't matter what area of the scene people are in to

and they have everything from full-on show cars to track day regulars on their books. Put simply, it's more about the people and the friendships the cars create rather than the metal in question which is an old-skool attitude we can get behind. Stop by www.eurocartel.co.uk to say hi ●



knowledge. It might sound like a drastic move but keeping the location on the down-low has kept the meet safe but most importantly, alive.

The name Dub Club doesn't mean it's a VAG-only affair either; pretty much anything and everything European is welcomed along which means there's always a nice variety of metal in attendance to check out. Want to get involved with one of the biggest and most chilled monthly meets in the UK? Check out www.facebook.com/groups/dubclubsyndicate and ask for an invite and head along ●



R32 OC

If the VW you own has an R badge on the front grille then you might want to know about the R32 Owners' Club. Since being established in 2007 the R32OC has grown to be the place for owners of Mk4 and Mk5 R32s and Mk6 and Mk7 Rs to call home both online and at events too. As well as hosting local get-togethers the club also has displays at many of the larger events, as well as track and motorsport events too.

The R32OC forum contains a huge amount of knowledge and expertise on the R32 and R models, with subforums dedicated to every part of R ownership and modification. Put simply, if you've got an R and you can't figure out the solution to a problem you're having, there will be someone on the R32OC forum who will either be able to help themselves or know which direction to point you in. The club is also holding its own summer event dubbed 'RFest' for everybody to get together. It is being held at Billing Aquadrome in Northamptonshire on Sunday 13 September and it promises to be a great get-together for anyone who owns an R or just wants to own one! Get yourself over to www.r32oc.com to sign up ●

The screenshot shows the R32OC.com website. At the top, there's a navigation bar with links for forums, members, garage, calendar, gallery, tutorials, and more. Below this is a banner for 'Our rooms always cost less when you book direct.' with a 'BOOK NOW' button and a 'Holiday Inn Express' logo. The main content area is divided into sections: 'GARAGE VEHICLES' featuring four car listings (Volkswagen Golf R32 (2007), Volkswagen Golf R32 MkV (2006), VW Mk4 R32 (2003), and VW Golf R32 (2006)), 'SHOUTBOX' with a list of forum posts and replies, and 'NEW THREADS' with categories like General, Performance and Technical, Events, and For Sale.

EVENTS DIARY 2015



AUGUST

14th-16th
VW FESTIVAL
Harewood House
Leeds
www.vwfestival.co.uk

15th
VW GROUP TRACK DAY
Castle Combe race circuit
Wiltshire
www.autometrix.co.uk

15-16th
DUBS ALONG THE ROCKIES
Colorado, USA
www.dubsalongtherockies.com

16th
VOLKSTYLE BASE PART 3
Airport Weeze, Germany
www.volkstylebase.com

21-23rd
VW ACTION
Santa Pod Raceway
Wellingborough
Northants
www.vwaction.co.uk

23rd
SHOW AND GLOW
The Leisure Pavillion
Sittingbourne
www.showandglow.co.uk

30th
THE BIG MEET
Uttoxeter Racecourse
Staffordshire
www.facebook.com/events/715745795213111

29-31st
VWDRS ROUND 6
Shakespeare County Raceway
Stratford-upon-Avon
www.vwdrs.com

31st
THE EAST MIDLANDS VW & MINI SHOW
Thoresby Park, Nottingham
www.classicshows.org

31st
PRESTIGE 2015
Templeborough
Rotherham
www.prestige-event.co.uk

SEPTEMBER

4-6th
EDITION 38
Overstone Park
Northampton
www.edition38.com

5th
THE STYLE'D SHOW
Gadki Airport, Poland
www.stylepoznant.com

6th
VAG DATE 3
Rethel, France

11-13th
TOTALLY V.A.G. SHOW
Royal Cornwall Show Ground
Cornwall
www.totallyvagshow.com

12th
FORGE ACTION DAY
Castle Combe Circuit, Wiltshire
www.castlecombecircuit.co.uk

12-13th
BERLIN KLASSIK
Kitchener, Ontario
www.berlinklassik.ca

13th
LOWCOLLECTIVE
Stonham Aspal
Suffolk
www.lowcollective.com



13th
DUBS AT THE GAP
Cumberland
Maryland
www.dubsatthegap.com

13th
R-FEST
Billing Aquadrome
Northamptonshire
www.r32oc.com

19-20th
VWDRC ROUND 7
Santa Pod Raceway
Wellingborough
Northants
www.vwdrc.com

26th
TITANIC DUBS
Belfast
Northern Ireland
www.gtini.com

OCTOBER

3-4th
H2O INTERNATIONAL
Ocean City, Maryland, USA
www.h2ointernational.com

4th
GTI FESTIVAL
Santa Pod Raceway
Wellingborough, Northants
www.vwaction.com/gtifestival

17th
AUDI DRIVER INTERNATIONAL
Castle Combe Circuit, Wiltshire
www.audidriverinternational.co.uk

17th
OKTOBERFEST AT BLACK FOREST INDUSTRIES
Cary, North Carolina, USA
www.blackforestindustries.com

17-18th
NOLA SPEED & STYLE
New Orleans
USA
www.nola-speedandstyle.com

24th
DUBRUN TO THE POCONOS
Tannersville
Pennsylvania
USA
www.gardenstateeuros.com/dubrun

NOVEMBER

1st
ULTIMATE STANCE
Telford International Centre
Telford
Shropshire
www.dubsshows.co.uk

3-6th
SEMA
Las Vegas
Nevada, USA
www.semashow.com

14th
SIMPLY CLEAN 7
Destination Daytona
Florida, USA
www.iamssimplyclean.com

21st
FIXXFEST
Bradenton Motorsports Park
Florida, USA
www.FixxFest.com

28 November-6 December
ESSEN MOTRSHOW
Messe Essen
Germany
www.essen-motorshow.de

“
I WOULD LIKE TO SEE
MORE ATTENTION
TO DETAIL DRIVEN BUILDS
”



These views are not necessarily shared by the magazine

JEFF BYNUM

Younger half of father and son 'Bynum Builds' duo, terribly nice guy with something of an addiction for Mk2 Golfs and über-rare parts. Those who know, know!

Favourite issue of PVW?

I might be a little biased but the issue that featured the *Alabama Slamma* Jetta Coupé (PVW 11/04). That was my first exposure to automotive print media first-hand, and because of it I have some very cherished friendships.

Favourite PVW feature car?

Danny Delic's Oettinger'd 16v Mk1 GTI (PVW 6/11). I have really begun to appreciate the timelessness of the Mk1 chassis in the last few years. I have witnessed Danny's car in the flesh and his attention to detail is second-to-none. The car is like a time capsule back to the late '70s and early '80s. It takes so much patience, time, and perseverance to build a car like this. So many unobtainable parts went into the build, all integrated to better than OEM standards.

Worst modded VW you've ever seen?

All the scenester bacon-fendered, cambered, stickered-up Mk4/5/6 cars. All the elements of these cars could be executed more tastefully.

Favourite car you've been involved with?

The late great Scott Taylor's benefit build we were able to contribute to. Scott stood for all the right things within our VAG community.

What are your views on the state of the current VW scene?

I really feel it has taken a step back culturally and developmentally during the last few years. Here in the US there's more of a focus on internet fame and getting attention combined with a lack of respect. That's not to say there aren't a lot of extremely nice quality cars being built but being 'Insta-famous' has taken over. As the median age of the people involved in the car community gets younger, I see our US scene devolving into a microcosm of our society. The sense of entitlement that the younger generation seems to have, all stemming from a lack of parenting or development of positive social values from a young age, is appalling. This translates into a lot of the US shows suffering as a whole. There seems to be no respect for show venues, public property or even their own cars.

How long have you been involved in the scene?

Believe it or not, I have been involved with VAG products for 22 years now.

If you didn't drive a VAG what would it be?

It would probably be a Chevrolet truck. Being part of the family office supply business, I spend

more time in the truck than in my VWs.

Favourite VAG model of all time?

It's a tight call, but my favourite is the Mk2 Golf, with the Mk1 being a close second.

What trends do you think will emerge in the scene over the next few years?

I would like to see more attention to detail driven builds – not necessarily cost-no-object builds but ones that are possible for the everyday VAG-addict. I think we should all take a little more time with our craft and put more thought into the small details that, as a whole, make the entire car that much nicer. As I get older I tend to favour more of the OEM or OEM+ builds. Having built both custom and OEM themed cars, it can actually be more difficult and time-consuming to build an OEM-themed car.

Favourite show/meet?

H2O International, as SOWO as we know it will probably no longer be an option here in the US after this year.

Favourite alcoholic tippie?

Not a huge drinker but New Belgium Fat Tire Amber is pretty good.



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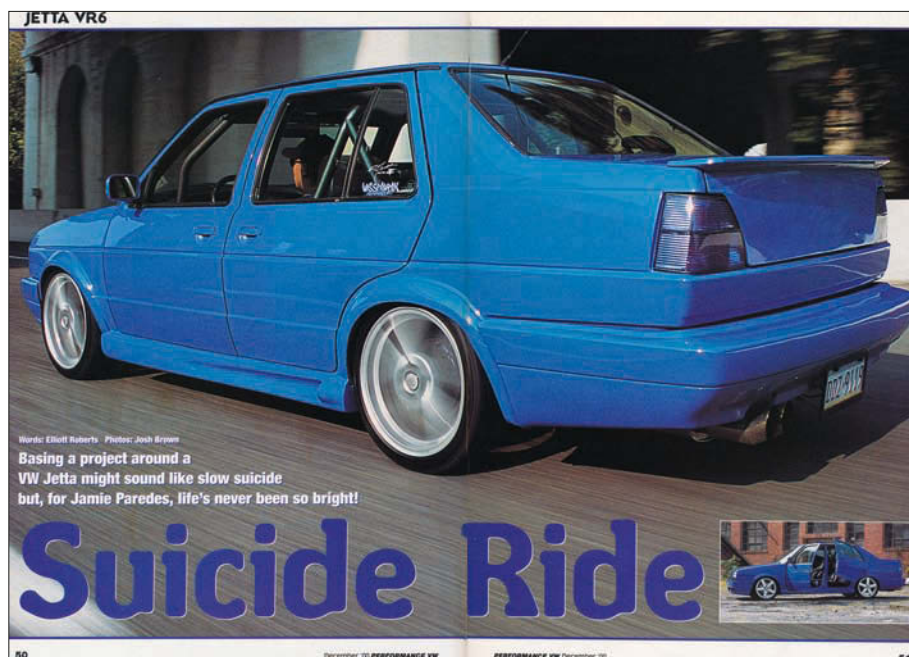
STEALTHY Mk2s
G60 or 1.8T?

YEAR: 2000
ISSUE: DECEMBER
FEATURE: JAMIE PAREDES' MK2 JETTA
FEATURE WRITTEN BY: ELLIOTT ROBERTS
PHOTOS TAKEN BY: JOSH BROWN

Welcome to *PVW Reloaded*. You see, judging by the 90sVWShowScene group on Facebook that's getting bigger and bigger by the month, it's clear that there are a lot of people out there who are still in love with the early days of the water-

cooled VW scene. You see, *PVW* has been going now since all the way back in October 1996. And while we know there are a good amount of people out there who have picked up the mag since day one, there are plenty out there who

won't be too familiar with the magazine's early days. Which is what *Reloaded* is all about. Every month we will be taking a standout car from back in the day and revisiting it to see what made it so special.



When we introduced *Reloaded* back in *PVW* 07/14 we didn't really have much of a plan as to how we would pick the cars that would get featured other than if both Elliott and I thought the car in question was historically significant for one reason or another, note-worthy for one particular modification or if it broke new ground at the time. Or, you know, it could just be a cool car we both thought would go down with you lot taking this trip down memory lane with us. And as it's turned out over the last 15 issues, that's pretty much how it's played out each time we get the year binders off the shelves and flick through deciding on which car to pick each month.

So, when we came across Jamie Paredes' Mk2 Jetta here, neither of us hesitated in putting its

case forward to be selected. At first glance, or at least if you didn't spot it giving the game away with its party-trick shot on cover, it looked like a feature on a relatively normal US Mk2 Jetta. Look closer however and you'd probably start spotting the things that blew us away back in 2000. The colour-coded R&A Design RS-style bumpers, blended R&A side-skirts, metal arches in place of plastics and smoothed tailgate all looked normal enough for the time but wait... what's going on with the door handles?

The answer, if you haven't figured it out, was, obviously, Jamie had fitted his Jetta with suicide rear doors. Or, to put it simply, rear doors that opened with the hinge at the back rather than the front. Why? Well, why not! The rear end is out there too being not just a smoothed Jetta tailgate but a half-Golf, half-Jetta mash up

complete with cleaned swage lines and a hidden plate. Inside, there's a full cage, audio setup complete with a TV and PlayStation for good measure. Remember when it seemed totally normal to put a gaming console and TV in your car? Someone should bring that back, but only if they use a PlayStation 1, as that was the business back in the day wasn't it?

Anyway... Jamie's Jetta caused quite a stir when it hit the US show scene in 2000, especially when you consider the year prior it looked like a normal Mk2 slammed on a set of chrome TSW Venoms with a VR swap and a cage. He wanted to get people talking and get some attention and boy, did he achieve that with what he did to his Jetta back at the turn of the millennium. So, are suicide doors going to make a reappearance on a show field? Anyone? No?

+POINTS

The suicide doors, the colour, the custom rear end, the super-90s DTM backbox

-POINTS

The suicide doors, the side skirts, the mesh in the front grille, the PlayStation...

WHERE ARE THEY NOW?

Unfortunately, we don't know. We asked around and put a couple of posts up in a few Facebook groups but we didn't get any leads. Sorry!

REWIND

WE MAY NOT HAVE ALWAYS BEEN SO FINELY POLISHED, BUT WE'VE ALWAYS BEEN AT THE FOREFRONT OF THE MODDED DUB SCENE. AH THE GOOD OL' DAYS...



1 YEAR AGO

SEPTEMBER 2014

A year ago we kicked things off with a pair of big power sleeper Mk2 VRTs from German tuner Donkey Tec. We then followed that with Lewis Hart's Audi A3 show car, Ethan Souza's lovely VR Passat B4 and the legendary Artz Mk1 928. Show reports from Players Classic, Stonor Park, Southern Wörthersee, Euro Sunday and Dubs in the Park finished the issue off nicely.



5 YEARS AGO

SEPTEMBER 2010

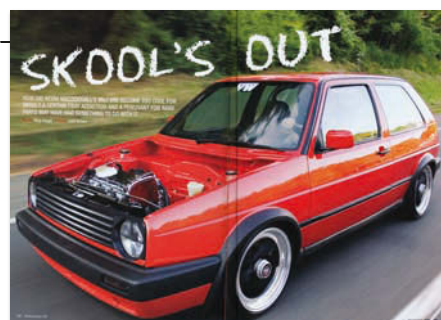
One of our favourite Mk4s ever took the cover slot in the shape of Jamie Simms' green R32-powered example. Inside, we checked out Tim Klaffen's stunning Mk2 G60, met up with Jay Smith and his murdered-out Mk4 wagon and fell in love with Davy De Rycke's Audi 100 LS. Finally, we bagged Walt Flores' Corrado VRT and a bunch of show reports, too.



10 YEARS AGO

SEPTEMBER 2005

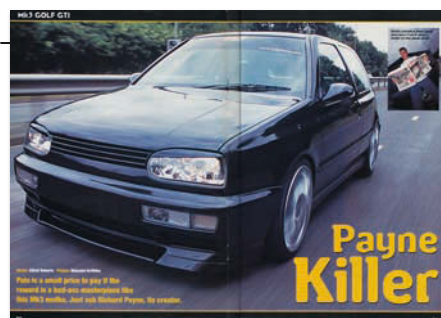
Jamie Rabbani stole the cover slot with his S3-powered Mk4 Polo back in 2005, closely followed by Kevin MacDougall's legendary red Mk2 VR6. Later on, Jamie Simms and Mike Kitson showed off their Mk4s, Davy De Rycke and Lakatos Arpad brought their matt black wagons out for the cameras and we checked out the Club Charllys, Dubwars and VW Festival events.



15 YEARS AGO

SEPTEMBER 2000

1552 Design kicked us off with its two Konigseder-kitted Mk4 Golfs, two cars we absolutely loved at the time. Later on we got eight Polos together for a monster group shoot, checked out Emiel Kooistra's Mk3 and, sticking with the third-gen theme, met up with Richard Payne and his Mk3 – two guys who are still building top drawer cars today! Where does the time go?





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OilFilter House 2.0T £60



Shallow Sump 1.8T £144



R32 Crack Pipe £71

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Flap Delete 2.0T £119



PCV Revamp 2.0T £90



Heatshield 2.0T £29.99



DV Relocate 2.0T £47



Turbo Outlet Pipe 2.0TFSI K04
£167.99



SAI Plate 24v/R32 £28



TBody Spacer 1.8T £41



Boost Tap 2.0T £41.99



Shifter Bushes 02 £24



High Flow Pump 2.0T £360

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Drop-In-Rods 2.0T £343



Billet Fuel Rail 1.8T £138



Billet CamBelt Gear £162



Oversize Guides 1.8T £11



Intake Manifold - 1.8T
£634.80



Transition Spacer 1.8T £59



Camshaft Set 1.8T £599



Cam Gear Kit - 1.8T £191



Boost Controller £96



Camber Plates Mk5/6 £396

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FilterPort 1.8T/2.0T £29.99



Power Gaskets £54



Vent Pod Mk5 £35



Indigo PSI Boost Gauge - Mk5 Face
£53.99



Boost Gauge Golf 6 £59.99



ConsolePod Mk5/6 £24



VentPod Kit B6/B7 £120



BanjoPort 2.0T £15.59



Gauge Panel Mk2 £22.80

www.psituning.com



After a scintillating start to his season, round two of the Teekay Couplings Production GTI Championship found Cowland on home turf; Donington Park in the East Midlands. Would local knowledge be able to outweigh his woeful lack of power? Or would his driving skills save the day and net a podium? Seriously, that isn't even a question, is it really! You may as well read on though and learn the inevitable...

Words: Paul Cowland Photos: Karl Bowdrey



LET'S GO RACING



There really is nothing like racing on your local circuit is there? Not only is it on your doorstep, but the familiarity with its various twists and turns means that you always relish a blat around the old place. Luckily for me, my local circuit is one of Europe's finest; Donington. Not only does this track have a wealth of history and heritage going back to the 1930s, but it's also an absolute belter from a driver's perspective, containing some of the greatest combinations of gradients and corners known to motorsport.

Despite numerous jibes from my PVW colleagues and fellow racers about getting the Golf fettled in time for this round, perhaps eliciting a little more power or handling prowess from its quarter-century-old drivetrain and chassis, I hadn't done a single thing. Actually, that's a lie. I had dipped the oil (it was fine), checked the tyres, applied a dash of Autoglym and fuelled it. To my mind, that's a lot of prep. There's a reason I race a Volkswagen, y'know...

Yet again, the weather proved to be ace, with perfect traction and visibility and another packed grid of cars to play against. As I rolled out into my qualifying session, I knew it was going to be a great day out. Throughout my 15 minutes on track, I carved, weaved, drifted and slid, teasing

every one of my car's 109 flywheel bhp out into terrorising the Tarmac. And the result? Dead last! Yep, no matter how good your car feels, on a power hungry circuit like Donington, the numbers matter. While I was making great progress and overtaking on the brakes and through the turns, the second I got back on to each of the long straights, I was being done like a kipper.

Race one was a little more fun, allowing me to get past a few cars during the race, even fending off the amorous advances of Wes Chatterton's smart looking eight-valve as he out-braked himself into the Melbourne Loop, T-boning into the side of my car and sending me into an impressive looking slide, which I somehow managed to hold for a few crowd-pleasing points. Important when you're playing to a local crowd, you see! While Wes damaged his car, forcing a retirement, I managed to carry on, albeit with a mild restyling in evidence, allowing me to finish a reasonable fifth in class once we all passed the flag. Not too bad, all things considered.

Realising that I wasn't going to ever make any headlines, I decided to make race two my chance to showcase a few 'hero' moves instead. My favourite was a repeated overtake down the outside of the infamous Craner Curves, out-breaking my learned peers, before flinging the



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Donnington is a big power circuit and big power is something Cowland's tired old 8v doesn't have...

BOYS

car through the old hairpin, having made up a place or two. Sure, I knew I would then get out-dragged up the hill on the way up to Starkeys Bridge, undoing all the hard work, but it felt good to make passes on bravery, if only to prove a point! It wasn't all wasted effort though – I did manage to get fourth in this one!

Right out front, Jason Tingle and Tom Witts were to be the real heroes of the hour, with an outright win apiece in their beautifully sorted – and evidently well-pedalled – 'valvers, with eight-valve ace Craig Roberts proving to be the man to beat in our class. When you look at the time sheets and realise that he can lap almost four seconds a lap quicker than me, then you start to see that I have much to do and change, both for me and the car!

So that's it then; after almost five years of campaigning a bone-stock GTI, I'm going to do something about it. As you read this, the car has already been entrusted to scene legends and all-round racing Jedis, JabbaSport to start to make a few changes. It's going to take a while, as I haven't got loads to spend, but the guys reckon they can make the old girl work a lot better with a few simple, yet effective changes. One thing's for sure, I can't wait to see and feel the difference! Until then! ●



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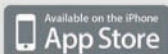
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